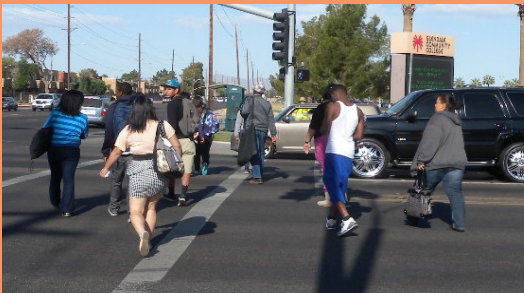


STRATEGIC TRANSPORTATION SAFETY PLAN



TASK 1

PROMOTING A CULTURE OF SAFETY:
STATE OF PRACTICE



Mission:

Establish a Regional Culture of Safety where EVERYONE helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors. We must accept the shared responsibility and embrace this culture of safety.

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EXECUTIVE SUMMARY

The Maricopa Association of Governments (MAG), is developing a comprehensive, dynamic, and forward-thinking Strategic Transportation Safety Plan (STSP) as a comprehensive update to the previous STSP approved by MAG in 2015. The new STSP will identify a culture of safety and establish a vision, goals, objectives, strategies, countermeasures and performance measures for transportation safety.

The first element in updating the STSP is Task 1 - Promoting a Culture of Safety: State of the Practice. This task includes collecting survey responses by those identified as providing a noteworthy example nationally/internationally (i.e., culture of safety around the nation and world), in Arizona (i.e., culture of safety currently being practiced around the state) and through Social Pinpoint (i.e., public/current regional culture of safety).

The primary objective of this report is to give a "state of the practice" on efforts being conducted by various cities, Metropolitan Planning Organizations and others, both in Arizona and throughout the world, to reduce roadway fatalities through the implementation of programs with goals of zero fatalities. The key findings will be used to establish an approach to development of the STSP.

KEY FINDINGS

Review of the national, international and Arizona "state of practice" demonstrated similar overarching principals to be explored for successful establishment of a culture of safety at a regional level. Establishing a safety culture is a collaboration between and responsibility of all who develop, prioritize, fund, plan, use and enforce the transportation system. Many focus on a system that prioritizes people, starting with the most vulnerable user of the system, with equity and sustainability. Other principals focus on messaging, education and public outreach at all phases of planning, design, maintenance and enforcement. Some include elements of interagency initiatives that reach from top to bottom by incorporating safety principals into policies within an organization. Finally, some offer nontraditional safety analysis methods to establish the focus on people that can be instituted at a state, regional or local level.

The combined principals outlined are consistent with the Federal Highway Administration zero deaths vision described in the focus of a Safe System approach. The core focus of safe system is to adapt to human behavior. The approach recognizes that humans make mistakes, and it is necessary to design a transportation system that reduces the number and severity of consequences resulting from these mistakes. The Safe System approach encourages a better understanding of the interaction among five key elements of the transportation system: road users, roadways and roadsides, vehicles, speed, and incident management. This approach requires a mutual understanding between transportation agencies and the public. All parties who build and use the transportation system should ensure appropriate system designs, enforce and obey traffic laws, and embrace a safety culture (https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm).

The development of the MAG STSP will incorporate the principals of a Safe System Approach for establishing Plan vision, goal, objectives, action areas and strategies that can be customized to meet the needs and unique characteristics of the Greater Phoenix region. Based on work in Task 1, the following Plan vision and goal was established.

Vision: **Everyone Stays Safe Traveling Place to Place** (Revised during draft final plan review)

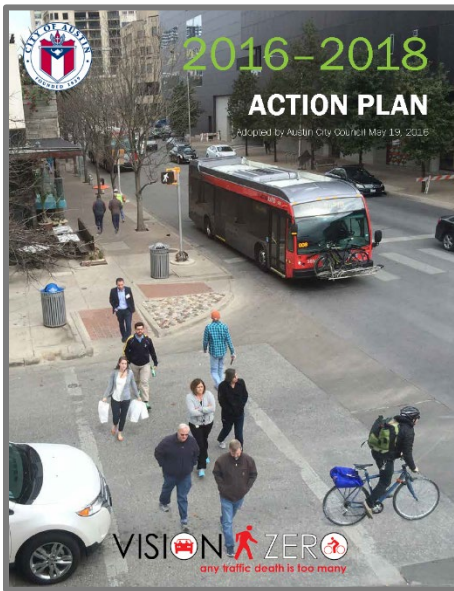
Mission: **Establish a Regional Culture of Safety where EVERYONE helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors. We must accept the shared responsibility and embrace this culture of safety.**

NATIONAL/INTERNATIONAL STATE OF PRACTICE

In developing the update to the MAG STSP, it is important to gain as much perspective and lessons learned through the successful implementation of safety programs from our colleagues across the country. The feedback gained from our interaction with other agencies will assist MAG in our efforts to improve the safety culture in the Greater Phoenix region. The following insights, what could be considered good examples of Promoting a Culture of Safety through a literature review, was conducted of various agencies' Vision Zero Plans. These included the following cities, organizations and countries: Austin, Boston, Chicago, Denver, Fort Lauderdale, Hillsborough County MPO, Los Angeles, New York City, Philadelphia, Portland, Richmond, San Francisco, Seattle, Sweden, Victoria (Australia), and Washington D.C. The table below illustrate some commonalities amongst our national/international colleagues.

	Collaboration of groups for reduction of impaired driving	Regulations on self-driving vehicles	More focus on vulnerable road users	Increased Enforcement	Transportation Infrastructure Improvements	Collect, analyze and share data.	Policy Changes	Creation of special task force	Safety Campaign	Focus in high crash corridors
Sweden (2016)	✓	✓	✓	✓	✓					
Austin, TX (2016)				✓	✓		✓	✓	✓	✓
Boston, MA (2016)	✓		✓		✓	✓			✓	✓
Chicago, IL (2017)	✓		✓		✓	✓			✓	✓
Denver, CO (2017)	✓		✓	✓	✓	✓	✓		✓	✓
Ft. Lauderdale, FL (2017)			✓	✓	✓	✓			✓	
Hillsborough County MPO (2017) Florida	✓		✓	✓	✓	✓	✓	✓	✓	✓
Los Angeles, CA (2017)			✓	✓	✓	✓	✓	✓	✓	
New York City, NY (2014)			✓	✓	✓	✓	✓	✓	✓	
Philadelphia, PA (2017)				✓	✓	✓	✓	✓	✓	✓
Portland, OR (2016)	✓		✓	✓	✓	✓	✓	✓	✓	✓
Richmond, VA (2017)	✓			✓	✓	✓	✓		✓	
San Francisco, CA (2019)		✓	✓	✓	✓	✓	✓	✓	✓	✓
Seattle, WA (2015)			✓	✓	✓		✓		✓	
Victoria, Australia (2016)	✓		✓	✓	✓	✓	✓		✓	
Washington, D.C. (2015)			✓	✓	✓	✓	✓		✓	

The following provides an overall summary of key findings, with a general review of the individual agency plans and techniques being used to change the culture of safety. A more complete overview of national/international findings can be found in **Appendix A** (National – State of the Practice Survey Results).

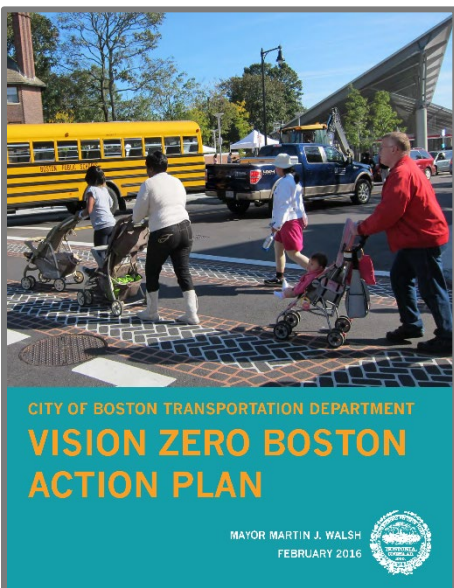


Austin (2016)

Vision Zero sets forth a two-year plan to reduce traffic fatalities and more toward the 2025 goal of zero fatalities and serious injuries.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Vision Zero Task Force will meet at least quarterly and will have members representing vulnerable road users
- An annual Vision Zero Report Card will track severity and type of crashes, locations, contributing factors and progress
- Enforce driver behaviors
- Create safety messaging onboard buses
- Adopt Vision Zero policies for City fleet and educate/ train public and private employers
- Work with area colleges to create and implement pedestrian and transit safety campaign
- Provide targeted outreach and training when adding pedestrian and bike facilities
- Work with social service providers to improve safety of homeless populations
- Incorporate Vision Zero into City's defensive driving classes/curriculum



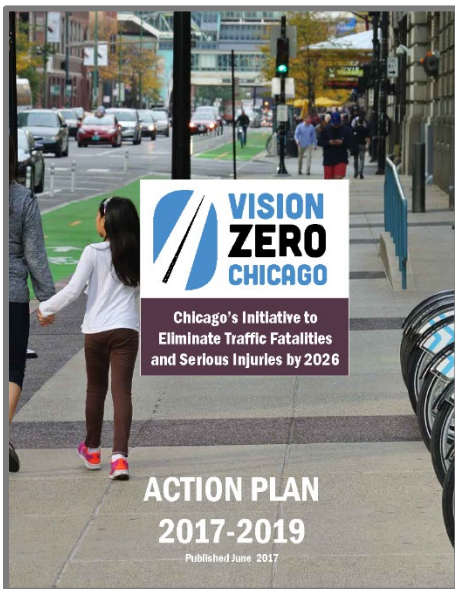
Boston (2016)

The Vision Zero Boston Task Force was created to eliminate fatal and serious traffic crashes by 2030. Vision Zero Boston will focus on safety and prioritize people.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Include extensive public and stakeholder input in planning initiatives
- Include members of walking and cycling groups (Walk Boston and Boston Cyclists Union) in The Vision Zero Boston Task Force
- Define priority areas, conduct initial audits and define solutions in these areas

- Present Vision Zero at all City's public community group and stakeholder meetings (during year Vision Zero is introduced)
- Gather input and feedback on Vision Zero locations
- Assemble stakeholders in high-crash corridors to reach vulnerable and underserved populations
- Reach populations unable to attend community meetings through other community programs (Healthy Community Champions)
- Present community outreach campaign in multiple languages
- Work with families wanting to share their personal stories in the media or community



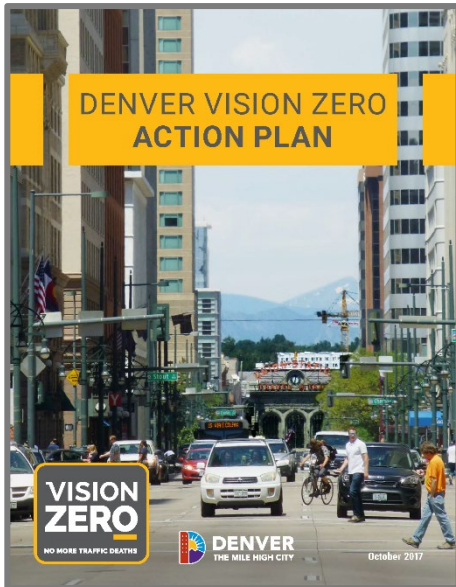
Chicago (2017)

Vision Zero Chicago was created to eliminate fatal and serious traffic crashes by 2026. Benchmarks set for 2020, consisting of 20% reduction in deaths and 35% reduction in serious injuries from traffic crashes.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Increase public awareness of Vision Zero through City communication
- Use social marketing campaign to modify behaviors
- Establish the Vision Zero Pledge and gain citizens' commitment
- Survey residents on transportation habits and perceptions
- Work with police and courts to expand traffic safety education opportunities
- Chicago's citywide speed limit is 30mph, unless otherwise posted; identify locations to reduce speed limits
- Increase safety on streets with speeding with design improvements
- Engage community in determining how speeding should be prevented
- Ensure police are trained and have resources for radar speed technology
- Work with communities to identify speeding as a focus behavior, pilot a High Visibility Traffic Mission on speeding and study automated speed enforcement
- Conduct a multi-departmental review for every death caused by a traffic crash; prioritize funding for improvements at fatal crash sites
- Prevent severe crashes by modeling intersections, corridors and communities at risk based on built environment conditions

- Analyze crash patterns to predict severe crash locations and occurrences
 - Analyze traffic and driver behavior through partnerships with insurers, technology providers, and private sector to understand when and where behaviors occur
-

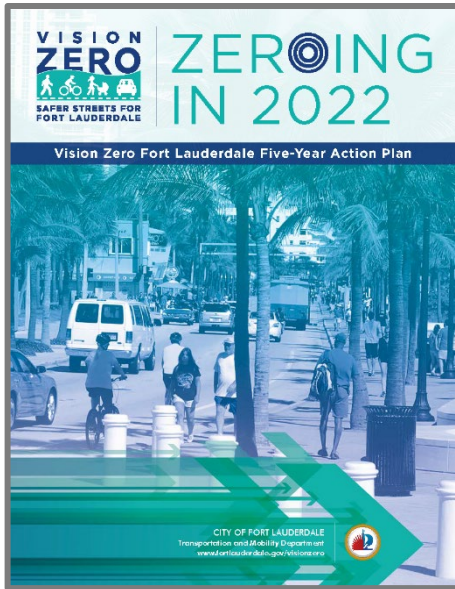


Denver (2017)

The Denver Vision Zero Action Plan sets a five-year plan to move toward the ultimate goal of zero traffic fatalities and serious traffic crashes by 2030.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Online and in person surveys were conducted and directly influenced Vision Zero themes, strategies and actions
 - Increase the convenience of alternative to driving, especially driving under the influence
 - Raise general public, public agency and media awareness and understanding of traffic safety through a communication campaign that reaches vulnerable populations:
 - Work with agencies reaching children, homeless, immigrants
 - Coordinate City and State messaging and use a standard language regarding Vision Zero
 - Communicate when traffic safety is important as it relates to infrastructure projects and enforcement
 - Develop a branded Vision Zero signage
 - Strengthen enforcement
 - Implement training to promote culture change
 - More accurate media reports of crashes
 - Promote awareness of safe alternatives to impaired driving
 - Train City organizations about Vision Zero so they may train others
 - Work with schools through Safe Routes to Schools and bicycle and pedestrian programs
-



Fort Lauderdale (2017)

The Zeroing in 2022 Five-Year Action Plan prioritizes objectives and strategies identified in the 2016 Vision Zero Street Safety Plan. The plan sets forth to reduce fatal and serious injury crashes by one per year, reaching the goal of Vision Zero in 2042.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Utilize City facilities, programs and events:
 - Create a Vision Zero Task Force
 - Consider a City Bicycle Ambassador Program
- Encourage safe behavior through activities and events:
 - Host annual street safety events at top ten crash intersections
 - Execute four neighborhood-led safety events per year
- Promote legislative/policy changes to encourage all modes of travel:
 - Incorporate Vision Zero principles into City policies
 - Include maintenance for travel by all modes in MOT plans
 - Create safe pedestrian and bicyclist plans for large special events
 - Educate drivers who receive citations to encourage safe behavior.
 - Develop a bus stop relocation plan
 - Enhance driving test
 - Evaluate feasibility to require traffic violators to appear in court
 - Evaluate feasibility for reallocation of motor vehicle funds for safety
 - Expand crash reporting to include crash conditions and contributing factors
 - Develop engineering designs policies



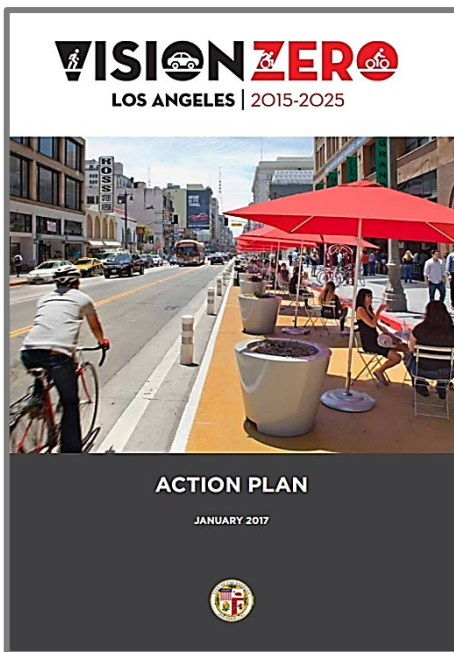
Hillsborough County MPO (2017)

Vision Zero Hillsborough builds on the many existing state and local safety programs and provides an umbrella for these programs to be organized, connected and promoted.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Develop a broad-based marketing strategy to influence behavior and create support for Vision Zero

- Engage with victims of traffic violence and their families to provide them a support system and a platform for their voices to be heard:
 - Create a Families for Safe Streets chapter
 - Hold a press conference on Vision Zero with families of traffic violence
 - Hold a march or walk in remembrance
 - Work with media and hospitals to learn about victims
 - Create a website or Facebook page remembering victims
-



Los Angeles (2017)

The Vision Zero Los Angeles Action Plan sets the goal of zero traffic deaths by 2025.

Techniques Used to Change the Culture of Safety in the Community:

- Invest at least \$2 million toward a comprehensive education campaign that addresses top collision factors, such as speeding and insobriety
 - Work with the police on enforcement efforts on the top traffic violations that contribute to the most deaths and serious injuries for pedestrians and cyclists
 - Collaborate with community partners on education and traffic safety awareness efforts
 - Deploy police officers to priority locations to educate and enforce during high traffic-collision hours
 - Educate on impaired driving
 - Create a campaign for maximum media saturation for Vision Zero
 - Conduct outreach and education along ten miles of the priority corridors, including 200 hours of door-to-door engagement with at least 5,000 people
-

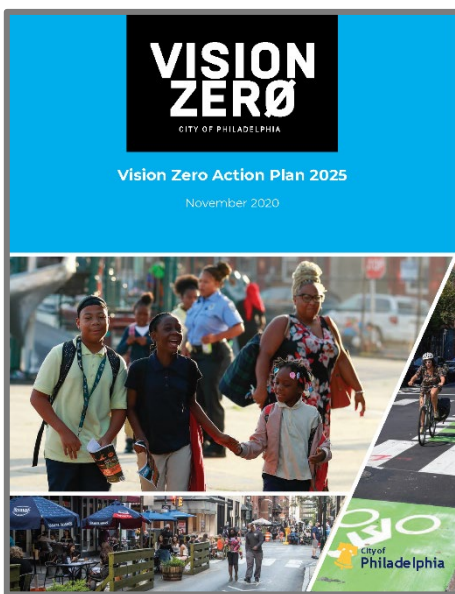


New York City (2014)

The City of New York's Vision Zero Action Plan defines goals to eliminate traffic fatalities and serious injuries. A task force will be established to work to meet the goals set forth in the plan.

Techniques Used to Change the Culture of Safety in the Community:

- Targeted outreach will complement enforcement and street design efforts
- Neighborhood Street Teams will precede NYPD enforcement and create a high visibility presence
- DOT will purchase additional programmable speed boards to slow drivers
- Launch a Vision Zero website to gather input and coordinate information on upcoming events
- Publish crash and safety data on a regular basis in a user-friendly format
- Conduct Vision Zero presentations across the City
- Conduct targeted outreach at 500 schools each year
- Hold workshops for major street design projects
- Partner with senior centers to increase communication
- Add safety flyers and messaging in DOT mailings
- Engage public health partners in promoting Vision Zero goals
- Promote research on walking, driving, motorcycling, and bicycling behaviors and patterns in the City



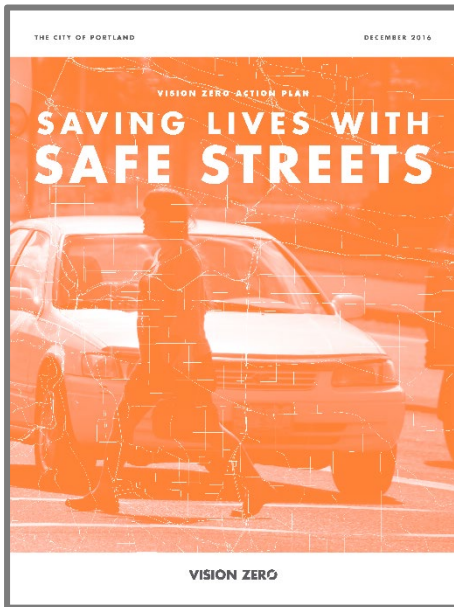
Philadelphia (2020)

The Vision Zero Action Plan 2025 sets forth the intended actions to eliminate fatal and serious traffic crashes by 2030.

Techniques Used to Change the Culture of Safety in the Community:

- Release annual Vision Zero progress report
- Develop and implement a community engagement plan that strives for equitable traffic safety solutions and asks for residents' feedback in the process
- Expand Safe Routes Philly
- Create interactive education campaign for large vehicle drivers
- Work with community organizations and the police to raise awareness of top crash-related behaviors before enforcement occurs
- Build on the existing multilingual Vision Zero outreach toolkit
- Develop a volunteer Street Ambassador program that promotes safety

- Distribute City of Philadelphia Vision Zero newsletter
 - Create public education campaigns to educate on the citywide speed limit and the importance of speed management
 - Develop workshops for professional media on how to best communicate information about traffic crashes and Vision Zero
 - Launch a Complete Streets education program/program for developers
 - Develop traffic safety training for police department
-

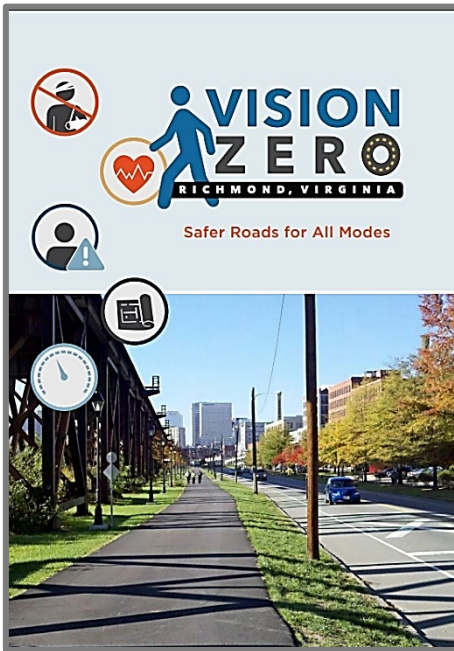


Portland (2016)

The Portland Vision Zero Action Plan was created to eliminate fatal and serious injury traffic crashes by 2025.

Techniques Used to Change the Culture of Safety in the Community:

- Outreach to accompany infrastructure improvement projects and enforcement actions
 - Integrate Vision Zero messaging with other City programs and projects
 - Collaborate with partner agency traffic safety campaigns
 - Focus education/outreach with establishments and in hotspot locations, identified with a high over-service of alcohol
 - Distribute materials showing the prevalence and community impact of impaired driving
 - Outreach to accompany enforcement actions
 - High-visibility education and outreach paired with red-light and speed safety camera programs
 - Communication and outreach that features photo stories of traffic crash victims, messages from emergency responders at crash scenes
 - Safety demonstration highlighting visibility limitations and blind spots from truck driver's point of view
-

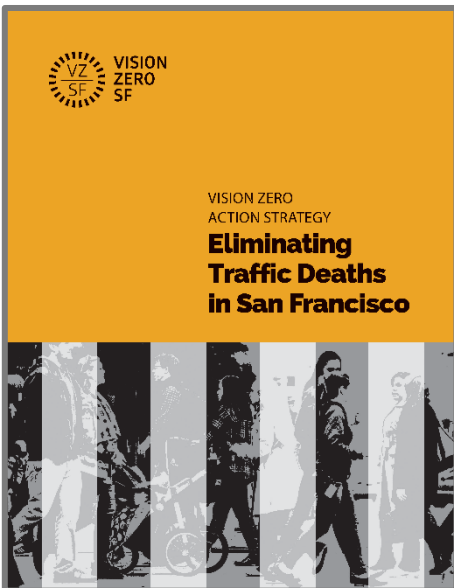


Richmond (2017)

The Vision Zero plan sets forth to eliminate fatalities by 2030. These efforts involve engineering, enforcement, education, emergency response and equity.

Techniques Used to Change the Culture of Safety in the Community:

- Communicate effective, positive messages
- Develop training and outreach materials for schools, fleet managers and driving instructors
- Emphasize safe travel of non-motorized users
- Deploy high-visibility law enforcement actions and community engagement:
 - Use social and traditional media
 - Train law enforcement on safety priorities and equity considerations
- Expand partnerships to promote transportation safety:
 - Faith institutions, schools, businesses, advocacy groups, civic associations
 - Encourage alternative to driving
 - Increase awareness of safe alternatives to impaired driving
 - Reduce truck conflicts
 - Take the Vision Zero pledge



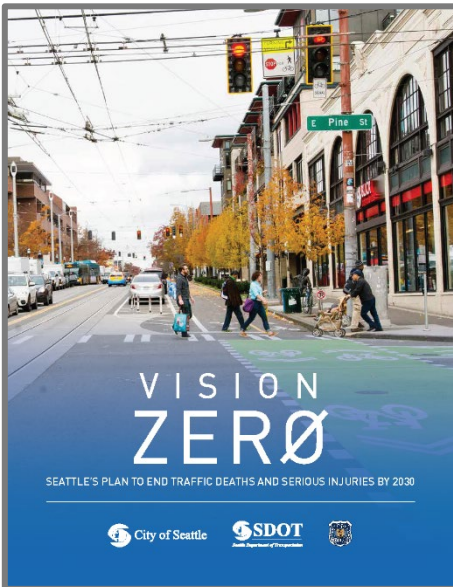
San Francisco (2019)

The Vision Zero Action Strategy aims to end fatal and serious traffic crashes by 2024 through policy and actions.

Techniques Used to Change the Culture of Safety in the Community:

- Conduct High Visibility Enforcement along the High Injury Network
- Continue safe speed education campaign
- Develop multi-lingual and culturally sensitive driving, biking, walking guides
- Launch education campaign to change behavior to reduce collision resulting from left turns
- Partner with community organizations to reduce injury disparities in the Chinese community
- Develop and implement education and enforcement campaign on cannabis
- Create TNC ride-hail passenger education program
- Enhance Safe Routes to School program

- Share city accomplishments through press releases and social media
- Train outreach team on culturally competent outreach to vulnerable populations
- Increase engagement of survivors and family members of those severely injured or killed in traffic crashes
- Ensure coordinated city agency crisis response to support victim's families



Seattle (2015)

Seattle's Vision Zero plan aims to eliminate traffic fatalities and serious injuries by 2030.

Techniques Used to Change the Culture of Safety in the Community:

- Create a Vision Zero campaign
- Develop targeted outreach:
 - Safe Routes to School (ages 5-18)
 - Be Super Safe (ages 18-30)
 - Pedestrian safety for seniors (ages 50+)
- Develop transportation system user guides
- Install signs explaining existing safety laws to stop for pedestrians
- Engage the Public:
 - Host events and contests
 - Distribute safety education kits
- "Re-enforcement" patrols to reward/reinforce good behavior



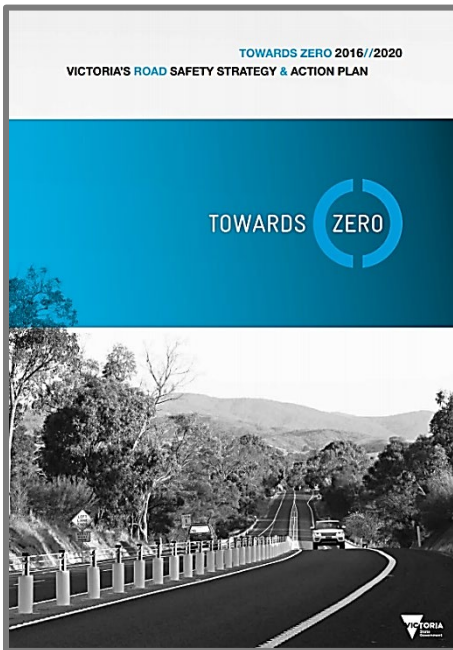
Sweden (2016)

In the Renewed Commitment to Vision Zero document, Sweden revisits the goal of Vision Zero and notes the progress that has been made and actions to take to move past a recent plateau. Sweden takes a holistic approach to transportation and considers impacts to public health, including air and noise pollution. The "design, function and use of the transportation system should be adjusted to match the goal of eliminating fatalities and serious injuries from traffic.

Techniques Used to Continue to Change the Culture of Safety in the Community:

- Firmly establish and reinforce work that is already delivering results:
 - Safe transport infrastructure
 - Even safer vehicles
 - Continued Cooperation
- Develop and include new areas in transport safety

- More focus on vulnerable road users (cyclists, moped drivers, motorcyclists and pedestrians)
- Adapt transport safety work to new conditions:
- Automation and digitalization

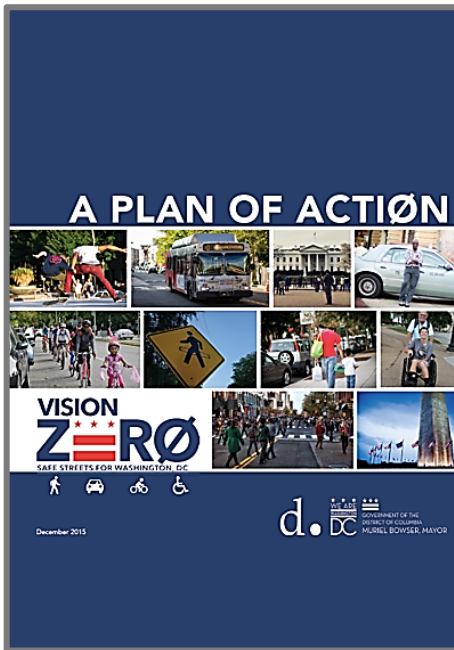


Victoria, Australia (2016)

Victoria's Towards Zero plan aims to reduce traffic deaths to fewer than 200 by 2020. This five-year plan is the first step Towards Zero. Great focus is placed on rural roads.

Techniques Used to Change the Culture of Safety in the Community:

- Public education, community engagement, enforcement, legislation, behavior change measures and partnerships with industry
- Community understanding of what speeds the human body can withstand
- Engagement campaign through TV, online and print media explaining the need for safer travel speeds
- Drivers caught speeding encouraged to use a speed alert app on their smart phone
- Educate road users on traffic calming
- Promote the benefits of drivers separating drinking from driving by planning ahead
- Incentives for motorcyclist with ABS braking
- Invest in practical safe driving programs for students
- Create communication tools for healthcare professionals and older driver conversations
- Continue to engage in discussion about dangers of distracted driving
- Work with high risk groups to stress the importance of wearing seat belts
- Public promotion and consumer education to encourage purchasing safer cars



Washington DC (2015)

Vision Zero, Safe Streets for Washington DC sets a goal of zero fatalities and serious by 2024.

Techniques Used to Change the Culture of Safety in the Community:

- Complete universal bicycling training for all 2nd graders in public school
- Display "Road Rules" safety campaign at government facilities
- Develop region wide special events that promote the use and awareness of bicycles and bicycle education
- Create mandatory traffic safety curriculum for elementary schools
- Regularly deploy impaired driving check points in high-priority areas
- Target illegal loading/unloading and unauthorized vehicles in loading zones
- Implement new taxi driver training and testing
- Outreach to TNC, car-sharing companies, taxi companies and major employers to join the Vision Zero pledge
- Utilize e-911 to improve emergency response
- Publish Vision Zero progress report annually

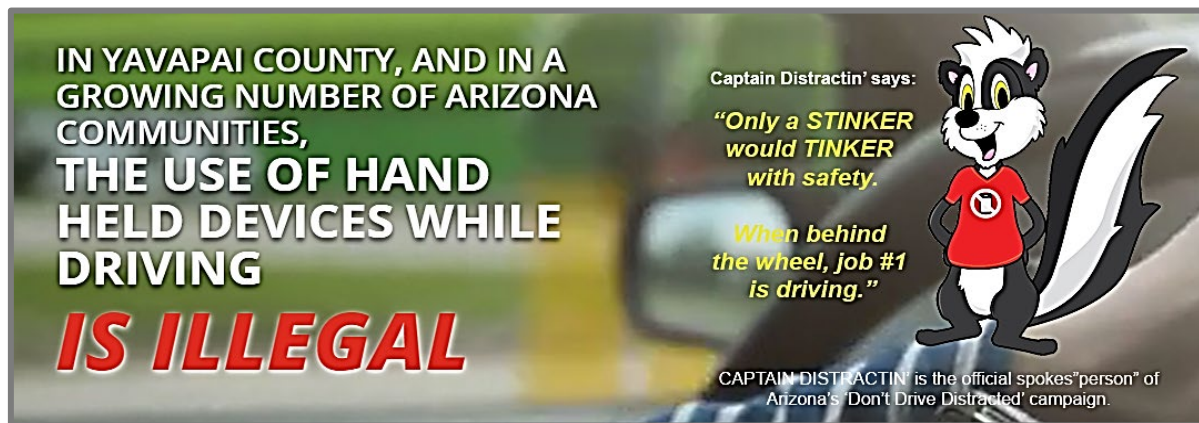
ARIZONA STATE OF THE PRACTICE

Like our research and survey gathering done with our national/international colleagues, we turned to agencies within the state of Arizona to solicit feedback from successful safety programs they have implemented in Arizona.

The following are examples of Promoting a Culture of Safety that agencies in Arizona have successfully implemented.

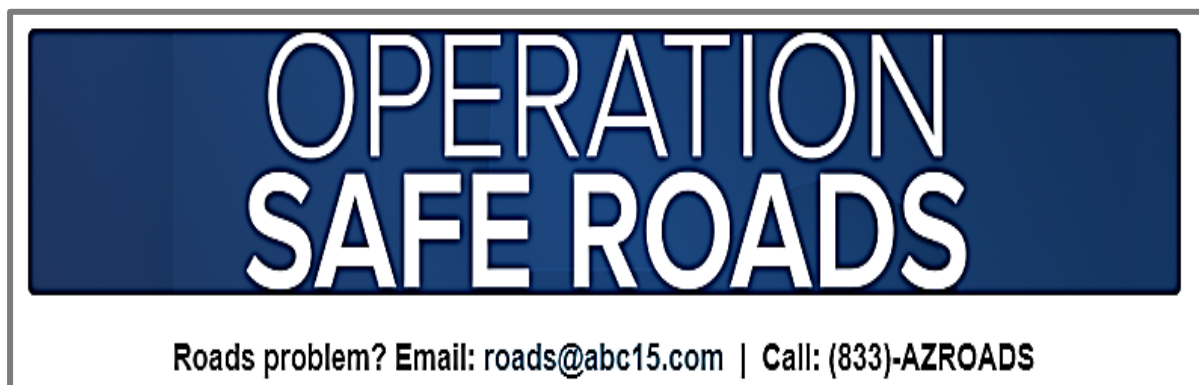
Central Yavapai Metropolitan Planning Organization (CYMPO)

The Central Yavapai Metropolitan Planning Organization, law enforcement agencies of Yavapai County, Arizona Department of Transportation and Cable One partnered in a public service campaign to reduce fatalities and serious injuries on all public roads in Yavapai County due to distracted driving. CYMPO along with other partners utilize digital marketing campaigns and have moved the campaign materials to a new branding, the landing page [d3arizona.org](https://www.d3arizona.org/), and the future objective is to continue to market this site. <https://www.d3arizona.org/>



ABC15 Arizona (Operation Safe Roads)

ABC15 Arizona is committed to Taking Action to make our roads safer and save lives with Operation Safe Roads. ABC15 has committed to educating the public with visual stories by interviewing "real" people and victims, as well as experts. <https://www.abc15.com/news/operation-safe-roads>



City of Phoenix (Heads Up Campaign)

The City of Phoenix's Heads Up Campaign entails the use of various media strategies to encourage and remind motorists, pedestrians and bicyclists to stay safe on Phoenix streets. With this campaign, the city includes tips for driving smart, walking smart and biking smart.

<https://www.phoenix.gov/streets/headsup>



Arizona Department of Transportation (ADOT) (Safely Home)

Safely home. Those two words represent ADOT's True North, the department's direction in ensuring that when you use the state's transportation system you get safely home to your families and that their employees also get safely home. <https://azdot.gov/adot-blog/director-safely-home>

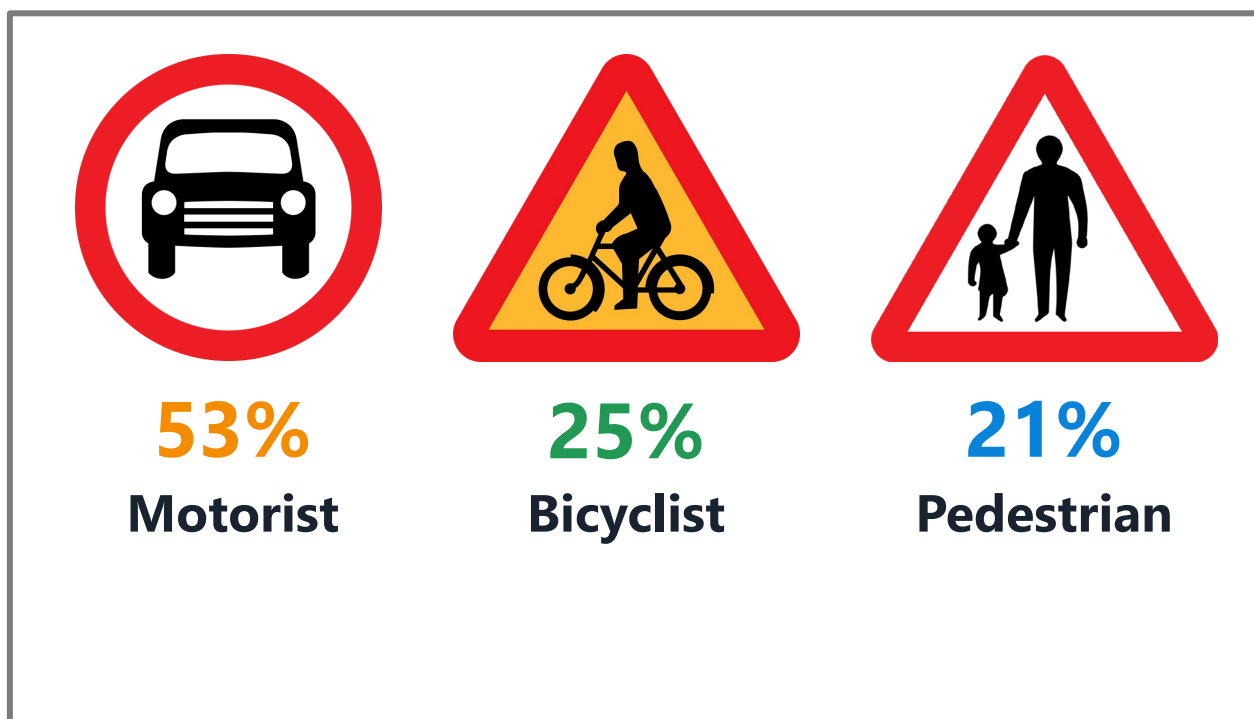


These are only some examples of Promoting a Culture of Safety that agencies in the State of Arizona are implementing or have implemented. Agencies are also using emerging technologies to enhance their safety efforts. More information and data as it relates to how Arizona agencies are working to promote a culture of safety can be found in **Appendix B** (Arizona State of the Practice Survey Results).

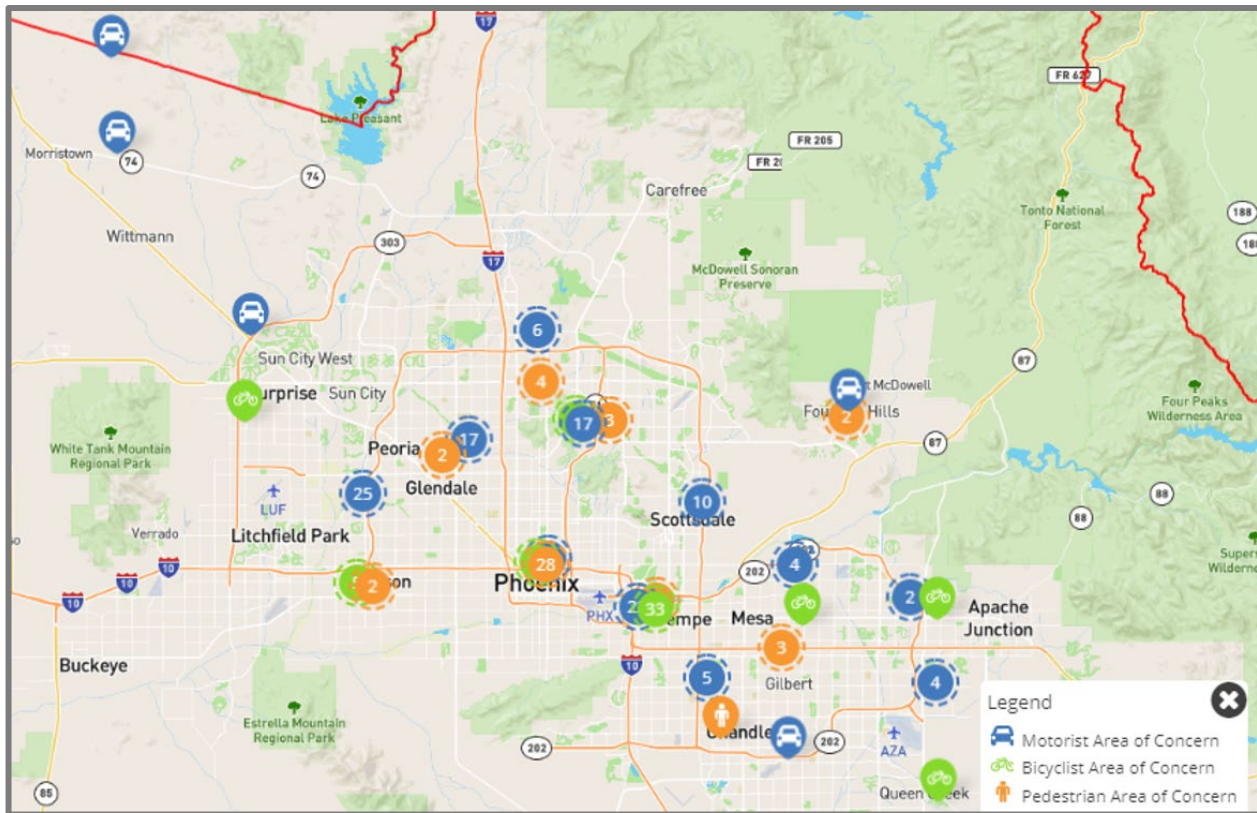
CURRENT CULTURE OF SAFETY IN THE MAG REGION

Culture of safety is largely demonstrated by the belief system of a person, or group of people. The following is a summary of public outreach responses on the current beliefs related to roadway safety. The online tool received more than 1,400 visits resulting in 259 locations of areas of concern and 119 survey responses from September 3 to December 13, 2019.

Members of the community within the MAG region provided detailed locations that they felt could use some attention and expressed concerns relating to safety. They were provided three distinct topics, Bicyclist Area of Concern, Motorist Area of Concern and Pedestrian Area of Concern. The chart below represents the percent responses in each of those areas.



To be able to associate areas of concern with a geographical location, members of the community were asked to use each area of concern icon to provide a general geographical location as to where the concern is located. The map below provides an illustration of areas of concern within the Phoenix Metropolitan Area.

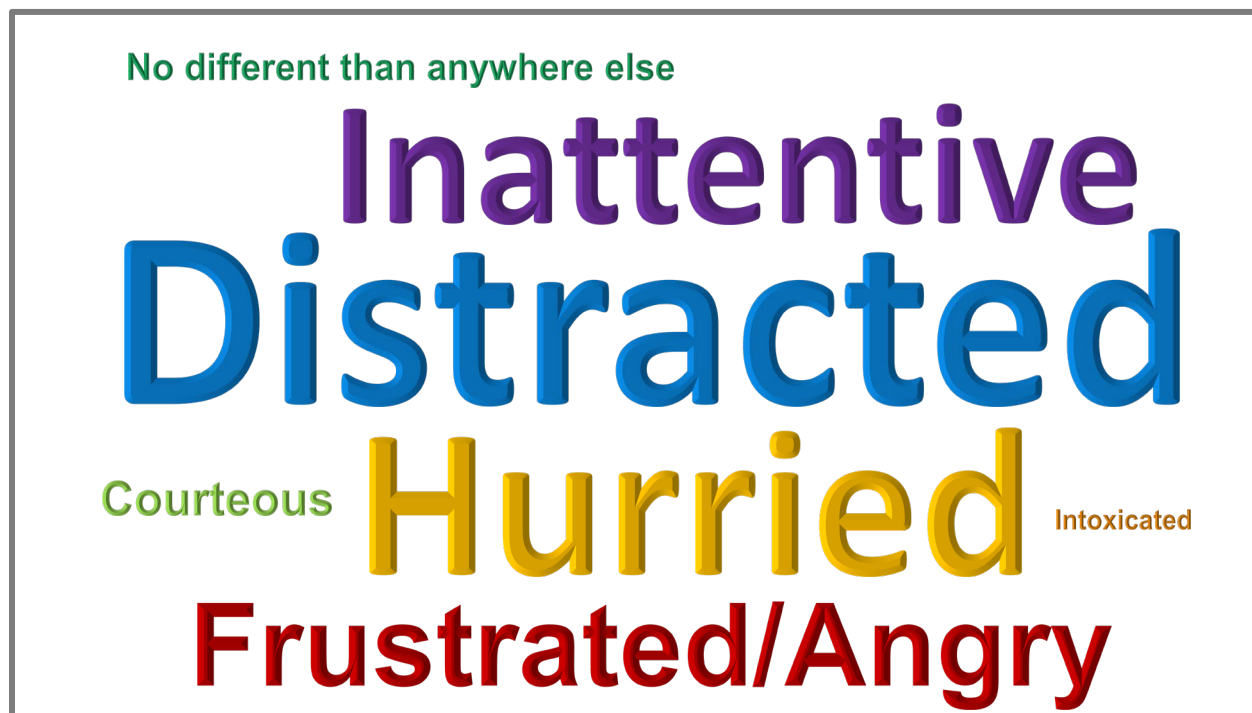


The following is a small sample of additional data received from members of the community within the Greater Phoenix region. A complete account of comments, responses, etc. can be found in **Appendix C** (Public Outreach Responses).

Where did our respondents live?



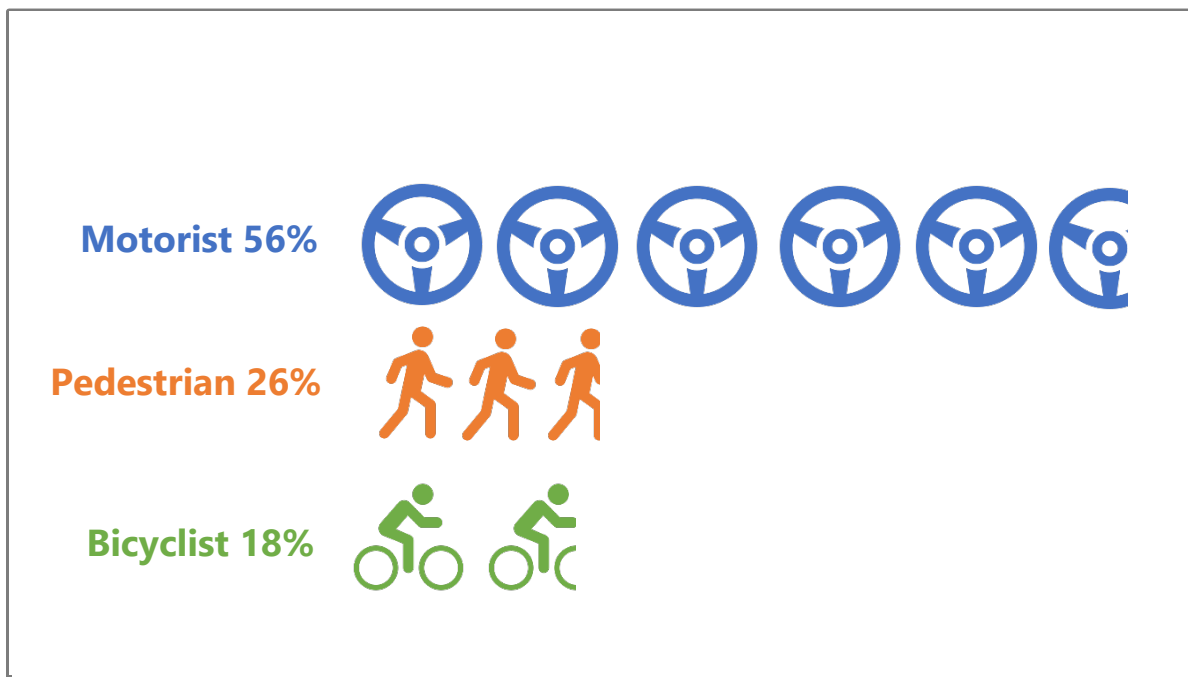
What words best describe the behavior of drivers on area streets?



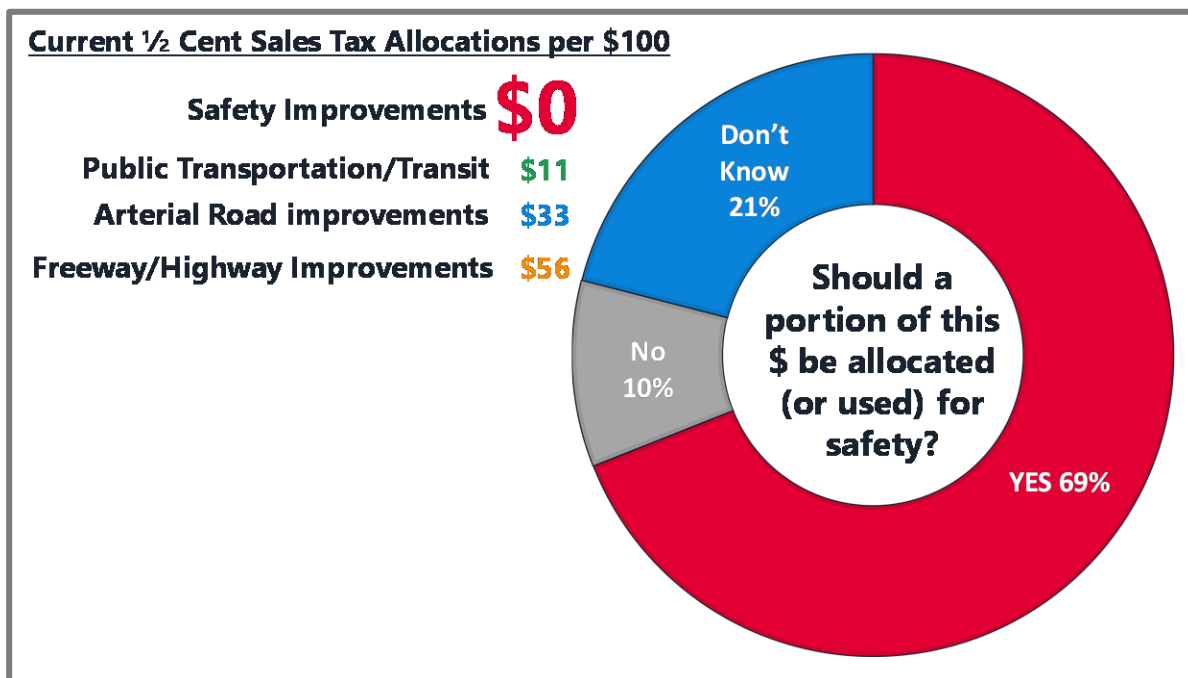
Which statement below best describes safety attitudes in the community?



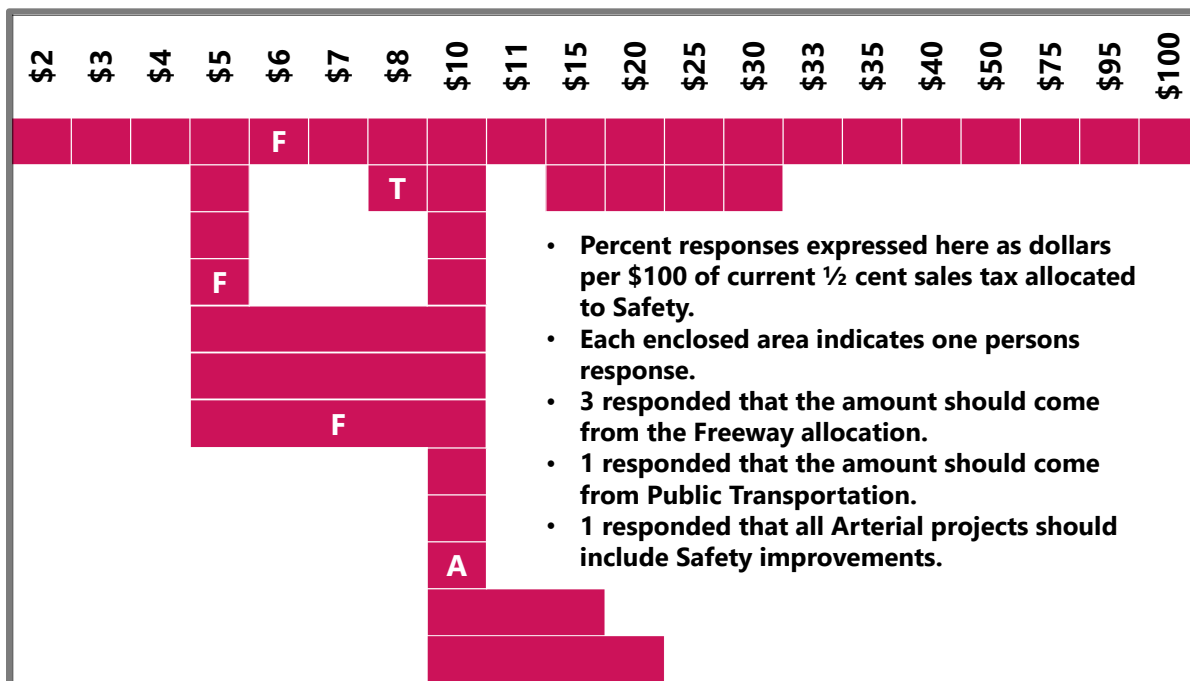
Respondents replied as (primary mode of transportation used):



Regarding Sales Tax Funding Allocation



Q27: If "Yes" I think ____percent should be allocated to Safety. (See responses to Q27, **Appendix C**)



Other responses from Q27 (See **Appendix C**)



CONCLUSIONS

Findings from the agency surveys and public outreach will provide insight into the current culture of safety. Establishing this baseline will be useful in measuring future impacts of recommendations that may be implemented from this STSP. The current culture of safety combined with findings from crash data analysis will help identify a future culture of safety that all road users can adopt, including the public, agency staff, management, and elected officials.

Vision: Everyone Stays Safe Traveling Place to Place (revised 4/12/2021).

Mission: Establish a Regional Culture of Safety where EVERYONE helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors. We must accept the shared responsibility and embrace this culture of safety.

A Transportation Safety Stakeholders Group (TSSG) was formed to guide this work. This group provides direction to the STSP development to establish a desired culture of safety to be articulated throughout the plan, identify a road safety vision, multimodal transportation safety goals, action areas, and strategies for the region. The TSSG includes representatives from multiple agencies and disciplines, including MAG, FHWA, ADOT, Valley Metro, cities, towns and counties, as well as representatives of both the state system and charter schools, and law enforcement.

APPENDIX A - National - State of the Practice Survey Results



Strategic Transportation Safety Plan

National State of the Practice Survey Results

Survey responses as of 1/6/20; Total Responses: 7

Q1. Zero fatalities and serious injuries goal approach and success factors: What led your agency to commit to Vision Zero efforts or adopt a zero fatalities and serious injuries goal?

- Establishing a goal that includes the loss of any life is unacceptable.
- Understanding of the serious issues of traffic safety in our city, identification as an FHWA focus city (for peds/bikes), and the fact that city infrastructure is a large cause of fatalities
- Political commitment supported by scientific knowledge
- New mayor, public recommendation as part of the transition team, recognition that there were too many fatalities and that we could do better.
- As a point of departure, Florida has consistently labeled as the worst in the country for pedestrian and bicycle deaths. Likewise, Jacksonville shares this unenviable position with 8 other MSAs in the state that are always at the top of the Dangerous By Design rankings! We began our efforts locally with the adoption of a complete streets policy aimed at reducing injuries (both incapacitating and non-incapacitating) and fatalities given the popularity of cycling in our community. Our overall goal is to build a low stress network of facilities, including building connections to the East Coast Greenway trail that was recently rerouted to extend through our city. Link to award winning Complete Streets Policy: <https://smartgrowthamerica.org/webinar-recap-the-best-complete-streets-policies-of-2018/>
- Los Angeles Mayor signing an Executive Order
- Mayor ran on that platform

Q2. Zero fatalities and serious injuries goal approach and success factors: Does your agency have a formal plan for implementing? Who is implementing the plan? Provide a link to the plan if available.

- Refer to Florida's 2016 Strategic Highway Safety Plan. It can be found on the State Safety Office's website.
- Not yet, Fort Worth just adopted a formal resolution on vision zero. A planning effort will be developed through our Transportation Management group in our Transportation and Public Works Department.
- Yes: <https://www.regeringen.se/informationmaterial/2016/09/information-material-renewed-commitment-to-vision-zero/>
- We have an action plan and an interagency Vision Zero Task Force tasked with implementing the plan.
https://www.boston.gov/sites/default/files/file/document_files/2018/03/updated_visionzero_actionplan.pdf
- Yes our community development and public works departments are leading the effort by developing a small scale Complete Streets based Capital Improvements Plan with the goal of

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implementing a few projects per year based upon a prioritization process that is built around safety and accessibility to key destinations and linkages. Our budget is relatively small, but we are committing funds annually over a five year period.

- Yes. Transportation Department. visionzero.lacity.org
- yes, implemented by Mayor's office of operations, lead agency DOT

Q3. Zero fatalities and serious injuries goal approach and success factors: Is your agency using other factors in addition to or besides reduction in fatalities and serious injuries to measure success? For example, a reduction in driver speeds on certain roadways or implementation of a safety improvement in many locations?

- These are absolutely appropriate metrics that are tracked locally, regionally, and statewide.
- At this time, those benchmarks have yet to be set.
- Safety performance indicators: <https://trafikverket.ineko.se/se/analysis-of-road-safety-trends-2017-management-by-objectives-for-road-safety-work-towards-the-2020-interim-targets>
- We have a very popular Neighborhood Slow Streets program. We are working to implement as many as we can each year. We are also aiming to increase our miles of protected bike lanes.
- We are working with the Florida Dept. of Transportation and our TPO to explore reduction in speed limits on certain segments of our "gateway" corridors where there are greater numbers of cyclists and pedestrians. We are also working to integrate other factors such as economic development (numbers of new businesses adjacent to active transportation investments); reduction of VMT and ADA access enhancements.
- Reduction in vehicle speeds, number of community members educated and engaged, increase in bike lane miles.
- yes, speeds, speeding, traffic tickets issued overall injuries, as well as looking at before after results of particular roadways and sets of roadways

Q4. Policies and practices: "transition to autonomous fleets" to ensure realistic expectations of safety: Does your agency have an autonomous vehicle safety policy, separate from the Federal Automated Vehicles Policy published in September of 2016, addressing AV use on roads within your jurisdiction? If no, are you in the process of developing a separate policy(ies)? If yes, please explain the rationale for a separate policy(ies) and what that policy(ies) address or include a link to that policy.

- No, no separate policy other than what is in Florida Statutes.
- Fort Worth has not addressed autonomous fleets as of yet.
- No, it's part of the new strategy "Renewed commitment to Vision Zero": <https://www.regeringen.se/informationmaterial/2016/09/information-material-renewed-commitment-to-vision-zero/>
- We are working with vendors to test Autonomous Vehicles in a small area in the city.
- Not within our City, however, that is being addressed at the DOT-level and with the regional transit agency.
- We are not developing these policies in our Bureau/Division
- Not sure

Q5. Public Outreach: Has your agency developed any campaigns to educate the public about the dangers of speeding and/or distracted or impaired driving; to increase awareness of sharing the road with bicyclists and pedestrians; to increase seat belt use, etc.? If so, please explain.

- We have relied on national campaigns. We have also developed some Florida-centric messaging but will probably using 2020 to aggressively and proactively develop more relevant and effective messaging.
- We have partnered with a safety coalition on campaigns on pedestrian safety.
- Yes, it is for example included in the work with adjusting speed limits:
<https://www.trafikverket.se/resa-och-trafik/Trafiksakerhet/Din-sakerhet-pa-vagen/Hastighetsgranser-pa-vag/andradehastighetsgranser/>
<https://trafikverket.ineko.se/se/aktionsplan-f%C3%B6r-s%C3%A4ker-v%C3%A4gtrafik-20192022>
- We reduced the default speed limit to 25 mph and did an outreach campaign with buttons, posters, subway ads, etc.
- Neptune Beach has been focusing on localized messaging and enforcement in this respect, but partnering with the City of Jacksonville to carry out it's recently launched "ALL IN DUVAL" campaign aimed at improving safety for all users. <https://www.coj.net/allinduval>
- Yes. Billboards, open houses, websites, and on-the-corridor education and engagement have all been used.
- yes - check out NYC DOT websites

Q6. Public Outreach: Does your agency conduct public outreach to get the word out about safety improvement programs? If so, please explain.

- We use MPOs and Community Traffic Safety Teams (CTSTs) to communicate and coordinate safety needs and programs. The Florida Association of County Engineers and Road Superintendents (FACERS) is another route for communicating. FACERS represents approximately half of the 67 counties in Florida.
- We frequently share outreach from our partner agencies, but do not frequently produce materials or hold targeted safety campaigns.
- Yes, see answer to question 5
- We public a roughly annual summary of projects completed, policies and data analysis.
- In order to get our complete streets program going, the focus was on conducting messaging and storytelling that would resonate with other elected officials and to build champions to get behind this effort
- Yes. Please see the answer above.
- yes - NYPD and DOT do extensive street level outreach, called the Street Teams

Q7. Public Outreach: Do you work with survivor advocates to incorporate “storytelling” into your public outreach? If you are doing so, please explain.

- Many of our traffic safety coalitions use survivor advocates.
- We have not.
- No

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- We don't, but the transportation advocacy groups and the Vision Zero Coalition made up of a consortium of transportation advocacy groups does.
- No, but that can be an effective strategy
- Yes we have a Rapid Implementation and Survivor Engagement (RISE) strategy to collect these narratives.
- yes, Familes for Safe Streets is the organization

Q8. Public Outreach: What “storytelling” techniques, or other educational efforts, have you used to convince policy makers to adopt safety programs/projects?

- This type of communication would be considered lobbying. We do not lobby.
- For pedestrian fatalities, showing % ped fatalities in relation to all traffic fatalities. Comparing rate to homicides.
- Not applicable
- The Vision Zero Coalition hosts World Day of Remembrance which includes storytelling by family members and reading out of names of people who died in the previous year.
- Much of the Northeast Florida leans conservative. In this case we lean more on how repurposing infrastructure for other modes and safer outcomes is "good business". The Chamber of Commerce also doesn't want to be seen as being one of the worst cities for pedestrian safety, so they are often key to building support. It's all about knowing the audience and what they value. Safety and environmental benefits alone, in many places, are not captivating enough to get the support of elected officials. Videos and emotional storytelling is a great tool to win over on key stakeholders. This must be pitched in the context of an aspirational narrative. Often the pitfall of agencies and practitioners is that we rely on data and rational cognition to persuade policy changes which is not as effective. Safety and complete streets have to be framed in a way that activates people's emotions and intuitive systems to gain trust and support.
- Emphasize the economic impacts of not taking action.
- ?

Q9. Mission Statement: Does your agency's mission statement address safety? If so, please share it here or provide a link where it can be found.

- Absolutely. "The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities." Our Vision: "As one FDOT team we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free."
- The Swedish Transport Administration's Vision: Everyone shall arrive in a smooth, green and safe way
- Yes. <https://www.boston.gov/departments/transportation>
- No – 2
- We work together and collaborate to deliver a safe, livable, and well-run transportation system in the city and region.
- DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation

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infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents. Our agency's work is guided by the Strategic Plan 2016: Safe - Green - Smart - Equitable. We are customer-driven in all our activities. We seek opportunities to create partnerships in the provision of transportation services through appropriate relationships and alliances. To accomplish our mission, the Department works to achieve the following goals:

Provide safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network; Improve traffic mobility and reduce congestion throughout the City; Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways; Encourage the use of mass transit and sustainable modes of transportation; and Conduct traffic safety educational programs.

Q10. Number of Transportation Safety Staff: How many staff members are working solely to implement your agency's safety plans/programs? What are their roles?

- All 6,000 employees are committed to safety. The State Safety Office has approximately six safety employees working in the FHWA HSIP area and eight working in the NHTSA HSP area.
- There are no staff members focused solely on implementing safety goals. Our Transportation Management division oversees the Vision Zero planning effort, mainly engineers but some planners.
- Approximately 35 persons but the rest of our 10000 employees have safety as one of the top priorities
- We have one person who oversees the Vision Zero Task Force part time with other tasks, but all of us in planning and engineering see safety as part of our jobs.
- About 5 including Community Development Director, Public Works Staff, and Grant Coordinator
- 32. Planning and engineering division heads. Supervising engineers and planners to lead and execute the workplans of 63 Priority Corridors and 61 Priority Intersections. Team leader engineers and transportation planners that act as corridor managers and design team leaders of all corridors and intersections. Entry level planning and engineering designers that prepare corridor and intersection design plans.
- 100s hard to say

Q11. Successful use of emerging technologies: How have you incorporated new technologies into your safety efforts? If so, provide examples.

- We are a power user of the Highway Safety Manual. We anticipate adding trip generation to our tool box in the next year. We are using dynamic signage to avoid wrong way driving crashes caused by drivers entering roadways from the wrong ramp.
- We have been experimenting with pavement markings and using more PHBs, and LPIs.
- Yes, for example Geofencing.
- We've been using rapid implementation tools - flex posts - quite a bit. We'd like to test prefabricated medians. We are doing more leading pedestrian intervals. We also have an app called "Boston's Safest Driver" that we have twice launched as part of a competition to promote safety.

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- We are working with FDOT to look at doing some unique piloted efforts like embedded LED lighting, advanced warning systems and LPI's
- StreetLight, NearMap, AutoCAD Civil 3D, InfraWorks
- probe data from telematics systems, mobile device data, computer vision, speed cameras, LPR, bus LPR (to enforce bus lanes)

Q12. Methods of including safety elements in all agency and developer driven projects: Have you updated your agency's standards or policies to ensure safety is explicitly addressed in every transportation project or new development? How?

- Road Safety Audits should be incorporated into every project.
- We are moving towards a target speed method of designing roadways. It is included as an adopted policy in our Master Thoroughfare Plan and Transportation Engineering Manual. We have also adopted a new Access Management Policy.
- Yes
- We created a crash database and identified a High Crash Network. We make use of this to help inform where safety interventions are most needed.
- We have modified our policy to include and we are incorporating this into our land development code rewrite namely to ensure that safety, particularly for vulnerable users, is at the forefront. As a policy, we focused on minimizing exceptions to implementing complete street and multimodal transportation considerations outside of limited access roadways that our outside jurisdictional control.
- Yes through a formal process to calculate the benefit of each project based on the Benefit to Cost ratio of KSI-reducing projects
- yes

Q13. Surveys to gauge the public's perception of roadway safety: Does your agency periodically conduct surveys to determine if the public's perception of roadway safety in the area you serve has changed? If so, what did you discover?

- Not sure....this may be done at the district level.
- N/A
- Yes, every second year: <https://trafikverket.ineko.se/se/trafiks%C3%A4kerhet-resultat-fr%C3%A5n-trafiks%C3%A4kerhetsenk%C3%A4ten-2017>
- We did an extensive planning process a few years back with a question campaign and opportunities for people to weigh into priority projects and policies. Safety was a high priority all over the city.
- Anticipate doing this as part of our City-wide visioning process and land development code rewrite.
- No
- yes - public likes Vision Zero

Q14. Innovative safety improvement programs and projects, planned and on-going: Describe any innovative or “outside the box” safety programs/projects your agency has successfully implemented.

- Crashes, fatalities and serious injuries continue....we need to be exploring more innovative opportunities. However, the wrong way driving countermeasure listed above is proving to be significantly successful.
- N/A
- 2+1 roads was once out of the box but is now inside; geofencing program; single pedestrian injuries are still outside the box but we follow the data and work with it; suicide prevention within the road transport system
- Our city side guard ordinance was the first in the country. We wish the federal government (NHTSA) would require them in new trucks.
- Leveraging use of demonstrations/pilot projects that are low cost but can be quickly implemented to test concepts.
- Leveraging the resources of outside city departments that reconstruct or re-pave roadways. We find those opportunities and infuse safety improvement elements in those projects.
- to many to list

Q15. Before and After Studies: Have you performed any before and after studies to determine the effectiveness of safety projects?

- Yes, regularly. Crash reduction and system hub lead to crash reduction factors that can be used by engineers. Also, the Highway Safety Improvement Program (HSIP) annual report includes before and after studies.
- We have done a few before/after studies mostly to understand speed and volume effects of road diets.
- Yes, many
- A few, looking at speeds, yielding rates.
- Our program is just a year old, but that is part of our policy and performance measures is to evaluate the impacts of investments at the end of a five year period. One measure we included would be the increased number of children walking or biking to neighborhood schools after we implement a few key projects. This would be in addition to evaluating impacts to number, location and type of crashes by mode.
- Yes
- yes

Q16. Before and After Studies: Do you have a policy that requires an evaluation of the effectiveness of a safety improvement after installation? If so, please explain or provide a link where it can be found.

- See number 15
- We do not have a policy.
- No
- We are developing this policy/

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- Not for specific countermeasure per se, but an overall performance measurement protocol on effectiveness of implementation. https://www.ci.neptune-beach.fl.us/sites/neptunebeachfl/files/uploads/resolution_no.2018-07_complete_streets.pdf
- No
- yes for certain larger high impact projects, a law was passed

Q17. Funding sources utilized: What primary funding sources does your agency use to implement safety projects?

- Florida has HSIP (FHWA) funding and HSP (NHTSA) funding. Safety countermeasures may also be included in road and bridge projects based on need and funded by state and/or federal dollars.
- General fund/maintenance or working with state agencies
- The vast majority of traffic safety effects come from projects where safety is one of the qualities. We have rather limited recourses for specific traffic safety countermeasures.
- Mostly city capital funds.
- Local and discretionary grants.
- Measure M, Measure R, SB1
- mostly in house, but also many state and federal grants

Q18. Funding sources utilized: Has your agency ever done anything creative to obtain funding for a safety improvement? Please explain.

- Not sure
- N/A
- For a long time we have had a safety fund for traffic safety research Projects. It's financed by a special fee on personalized registration plates.
- We often partner with developers to help achieve our goals. We make it a condition of their development permits.
- P3 with School Board and neighboring city to improve safe connectivity to area high school
- ATP Grant funding.
- of course...that's a novel that could be written

Q19. Target setting: Have you established safety targets? Describe or include a link where they can be accessed.

- See Florida's HSIP annual report on FHWA's website.
- The adopted Active Transportation Plan has set safety targets (vision zero). Last page of text: <http://fortworthtexas.gov/files/8be5dcf5-d5e2-4e5f-9d1b-9e8821ae8f4e.pdf>
- Yes, see answer to question nr 3.
- Our target is to eliminate fatal crashes by 2030. We don't have interim targets but we do track crashes and fatalities and expect to see a trend of decreasing crashes.
- That is still a work in progress. We are 2.5 square mile town and the big thing is to get a few things implemented to continue building awareness and momentum. We intend to evaluate

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crash data after countermeasures, but while our goal would be zero, we just want to get some projects and momentum going first.

- Zero traffic fatalities by 2025.
- zero is the target

Q20. Public and private safety partnerships: Does your agency partner with private sector and non-profit advocacy groups to promote or advance safety? If so, please provide a brief description of those partnerships and/or a link to access for more information.

- Many of these partnerships are part of each traffic safety coalitions. Partners include MADD, State Farm, AAA, AARP, Ford Driving Skills for Life, We Save Lives, etc.
- We are part of the Safe Cities coalition and are part of a multidisciplinary/interagency coordination effort <https://www.fwscc.org/>
- Yes: <https://trafikverket.ineko.se/se/aktionsplan-f%C3%B6r-s%C3%A4ker-v%C3%A4gtrafik-20192022>
- End Distracted Driving does a presentation for youth in our summer youth jobs program every summer: <https://www.enddd.org/>
- See previous
- Yes we work with private companies on testing new materials, softwares, and techniques.

Q21. Pedestrian and bicycle network screening: Describe the screening efforts your agency uses to identify high crash pedestrian and bicycle locations. Do you collect pedestrian and bicycle volume data? Include a link if available.

- We use GIS mapping tools to visually identify high crash locations.
- Data are infrequently collected
- Yes, it's included in our accident data base: <https://www.transportstyrelsen.se/sv/vagtrafik/statistik/Olycksstatistik/om-strada/>
- We based on our High Crash Network on crashes alone. We don't have enough pedestrian and bike volume data to normalize it. https://www.boston.gov/sites/default/files/embed/2/2019-01-22_7_percent_hcn_all_modes.pdf
- We utilize a database called Signal4Analytics through the University of Florida. This allows us to geocode crash locations/types/etc. and we build heat maps as a basis for focal areas to provide mitigation strategies and safety countermeasures.
- Yes. We are in the process of collecting all bike and ped data for the city.

Q22. Agency safety review and analysis policies, proposed and on-going: Describe your agency's safety review and analysis policy(ies) and how often reviews are conducted (e.g., quarterly, bi-annually, annually). Include a link if available.

- The format and frequency of reviews are currently being reworked. Previously, high-level quarterly reports we provided to executive leadership on a quarterly basis. At least one district provides a bi-weekly fatality report, personalizing each and every life lost during that time.
- N/A

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- Annual result Conferences: <https://www.trafikverket.se/for-dig-i-branschen/samarbete-med-branschen/Samarbeten-for-trafiksakerhet/tillsammans-for-nollvisionen/resultatkonferens-trafiksakerhet-den-24-april-2019/>
- We are continually updating our data sources, data quality, analysis methods. Since we get the data from other departments we work within their structures and timelines for updates.
- Annual progress reviews <https://www.ci.neptune-beach.fl.us/home/news/neptune-beach-complete-streets-policy-named-one-top-ten-nation>
- Rolling/ongoing process.

Q23. Established safety programs (e.g., traffic calming, Safe Routes to School, bicycle and pedestrian, etc.): List and describe your agency's safety programs.

- Context Sensitive or Complete Streets (which could include traffic calming). Safe Routes to Schools, Pedestrian and Bicycle Focused Initiative, Safe Mobility for Life (focusing on aging road users)
- Safe Routes to School and are bringing back our Neighborhood Traffic Calming Program (unfunded for 10 years)
- See our action plan 2019-2022: <https://trafikverket.ineko.se/se/aktionsplan-f%C3%B6r-s%C3%A4ker-v%C3%A4gtrafik-20192022> Lots of work is done by the local authorities: <https://skr.se/samhallsplaneringinfrastruktur.6.html>
- Neighborhood Slow Streets - application, zone-based approach to traffic calming on residential streets; Neighborhood Safety Program - responds to constituent requests and complaints about safety; Safe Routes to Schools - very small program, grant funded, currently focused on one neighborhood with 5 schools
- We recently adopted a companion traffic calming ordinance with new procedures in addition to the Complete Streets Resolution and Policy. We work regularly with Jacksonville and FDOT to implement safety programs (i.e. SRTS) particularly on state facilities.
- SRTS, Safe Routes for Seniors, Safe Routes to Parks, Vision Zero, Bicycle Program

Q24. Methods of communicating with decision makers on multimodal safety: How do you communicate to decision makers the importance of multimodal safety so that money is allocated for this purpose?

- Each mode assesses safety information, communicates with districts and MPOs.
- Humanizing language rather than using jargon
- We have a close connection to decision makers. Our role is to provide facts and figures.
- We make budget requests each year. So far the Mayor and the City Council have been very receptive.
- I personally have testified in the April 2019 on Capitol Hill on behalf of Transportation4America on the need to allocate additional funding for safety as part of the reauthorization bill. Working with the National Complete Streets Coalition, we also continue to advocate for the importance and priority of safety on our roadways.
- Describe the economic benefits of this decision making.

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Q25. Contact Information

- Lora Hollingsworth, PE, Florida Department of Transportation
 - 605 Suwannee, Tallahassee Florida 32399
 - lora.hollingsworth@dot.state.fl.us 850-414-4177
- Julia Ryan, City of Fort Worth
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- Kenneth Svensson, Swedish Transport Administration
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- Charlotte Fleetwood, Boston Transportation Department
 - One City Hall Square, Boston MA 2201
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- Frederick N Jones, City of Neptune Beach, FL
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- Daniel Samaro, LADOT
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APPENDIX B - Arizona - State of the Practice Survey Results



Strategic Transportation Safety Plan

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Survey responses as of 1/6/20; Total Responses: 9

Q1. Public Outreach: Has your agency developed any campaigns to educate the public about the dangers of speeding and/or distracted or impaired driving; to increase awareness of sharing the road with bicyclists and pedestrians; to increase seat belt use, etc.? If so, please explain.

- No official "campaigns"
- Yes please see www.d3arizona.org for our series of digital market/television videos to increase awareness.
- Hands on: after school program, fall carnival, newsletter for emphasis on bicycles "Be Safe, Be Seen" campaign and promote bicycle helmet
- Operation Safe Roads
- Mohave County implemented a new guide sign designed and fabricated in-house by Public Works with intention toward raising driver awareness on the driving task. This ties not only to distracted driving but also the atypical conditions drivers encounter when navigating Mohave County roads compared to those they commonly travel where they reside (e.g., open range, mountain grades, etc.).

Under a "Just Drive" theme and sign, we reason the type of driver common to certain County highways to recreational/tourist destinations is different from the typical "commuter to local resident errand running". Driver psyche may not lend as much focus on the driving task as we see from commuters and local drivers. These are drivers who place priority on the recreation of traveling (on vacation; with friends) and reaching their destination with least delay (e.g., minimize the "dead time" of traveling so to partake in the next desired activity). These phenomena erode focus on the driving task and may in some instances (e.g., when caught tailing a slow motorist), invoke certain aggressions.

The culmination is rollout of the "Just Drive" guide sign, which is being installed at entry points to County regional roads such as Pierce Ferry Road, Stockton Hill Road, Oatman Highway, and London Bridge Road.

- No
- Yes. We have have our Heads up campaign about walk smart drive smart and bike smart. We did a look twice for bikes several years ago. And recently created a children's activity book about pedestrian safety.
- Yes, various campaigns including distracted driving, WalkSafeDriveSafe, pedestrian and bicycle safety videos, radio spots and materials.
- We have typically rolled these type of campaigns into our monthly safety awareness campaign through social media.

Q2. Public Outreach: Does your agency conduct public outreach to get the word out about safety improvement programs? If so, please explain.

- Yes, Social Media, Water Bills, Press Releases. (Most recently related to distracted driving and speed limits.)
- We utilize Facebook (with boosted posts) and Twitter along with our d3arizona.org information to engage the public.
- HSIP, RSA programs promoted by spreading information: forward on emails from FHWA, safety summits, etc.
- Yes. Operation Safe Roads at ABC15 is committed to educating the public with visual stories interviewing real people and victims, as well as experts.
- Not in the context of public information releases.
- Yes, we conducted public outreach for wrong way driving and impaired driving among other things.
- Limited but yes. Similar to last question. We are also in development of creating better HAWK and flashing yellow arrow information to send out when they are built.
- Yes, from time to time depending on program and initiative
- Some of our TIP projects are designed to improve safety and we share information about them with the community, media and social media.

Q3. Public Outreach: Do you work with survivor advocates to incorporate “storytelling” into your public outreach? If so, please explain.

- No, but this is something I'm interested in. I've struggled to know a correct way to contact survivors.
- Yes we have two specific videos to tell the story of how these two people were affected. They are very powerful.
- No, but we do offer digital storytelling training that anyone working in this area may come to complete and incorporate.
- Yes, we interview those who are impacted the most to really showcase the importance of safety.
- N/A due to answer to Question No. 2
- Not that I am aware of
- Not really it has only been internal staff at this point.
- Not as yet
- We have shared the story of a survivor once during Work Zone Awareness week.

Q4. Public Outreach: What “storytelling” techniques, or other educational efforts, have you used to convince policy makers to adopt safety programs/projects?

- Using "faces" in presentations to add a human element, using personal "stories" in presentations. Asking tough questions: How would you feel if the person sitting next to you died in a traffic crash? How would you feel if YOU were responsible for that person's death?
- Video, but also Brendan Lyons and Jon Hall from our videos have presented at the State and at the CYMPO local level to elected officials.

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- Our role is mostly distributing the information. Most of the time we are distributing to technical staff but sometimes policy makers or police. Similar to question 2.
- It is not our job to convince policy, but to tell the stories of people who would like things to change.
- N/A due to answer to Question No. 3
- Not applicable
- We have used recent videos of potential crashes or of crashes to help tell the story.
- NA
- We have not targeted policy makers for our campaigns.

Q5. Mission Statement: Does your agency's mission statement address safety? If so, please share it here or provide a link where it can be found.

- No
- It is in our Vision Statement: To promote and maintain a regional coordinated transportation system for the safe and efficient movement of people, goods, and services.
- InterTribal council is comprised of 21 tribes. We have received funds for injury prevention www.itcaonline.com/epi on left hand menu injury prevention selection.
- One person is killed on Arizona roads every nine hours. Deadly crashes are up 36 percent in two years. Between speeding, impairment and a lack of seat-belt usage, so much of the problem seems preventable, and it needs to stop.

ABC15 Arizona is committed to Taking Action to make our roads safer and save lives with Operation Safe Roads. Look for our daily coverage on-air and online.

- The Public Works' mission statement is "The mission of Mohave County Public Works is to serve its citizens through the delivery of quality public works services through efficient use of resources in a manner that enhances the lives of those served."
- Yes, Safely Home (<https://azdot.gov/adot-blog/director-safely-home>)
- Yes, <https://www.phoenix.gov/streets/about-the-department>
- Not explicitly, but planning for safety is one of the planning factors for COG's/MPO's
- Yes

Q6. Number of Transportation Safety Staff: How many staff members are working solely to implement your agency's safety plans/programs? What are their roles?

- None are "solely" dedicated to safety. One staff member (Traffic Engineering Analyst) reviews crash data. There is a multidisciplinary team that assists with the Vision Zero program.
- Zero. With a small staff we all share multiple responsibilities.
- Only Ester works transportation and injury prevention of crashes (public health term, usually their funds not transportation).
- Every reporter is asked to bring safety-related stories to the table each day. We also have an Executive Producer who oversees the program.

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- Public Works does not maintain staff dedicated to safety plans and programs. This is a shared task among engineers and technicians.
- Four staff members in our Traffic Safety Section who work exclusively on implementing the safety plan
- 4: Pedestrian safety coordinator- leads team and promotes pedestrian safety Traffic engineer II- evaluates data and determines major hot spots and recommendations. Senior Engineer Tech - GIS and crash data chief Engineer Tech - school safety coordinator.
- One FTE, support staff (technical) provides .5-1.0 FTE
- Design Branch (staff of 7) oversee the implementation of Transportation safety program. Continuous effort to evaluate, analyze and provide counter measures for intersections and run off road serious crashes.

Q7. Successful use of emerging technologies: How have you incorporated new technologies into your safety efforts? If so, provide examples.

- Cameras are showing promise for bicycle detection (GridSmart, Flir, MioVision) so we have been experimenting with those. Trailer-mounted changeable message boards are being deployed with safety messages.
- Digital marketing has been an amazing way to get the information out. We average over 110,000 video impressions per month.
- Distribution of resources for Every Day Counts, traffic records from ADOT, all passed on. Analyzing hospital data. Encourage Tribes to automate crash data. Have not done crash data training in about 3 years.
- No, we have just covered any new technology that is geared toward safety in news stories.
- Yes. Our lone “active” strategy involves in 2013, Mohave County established a speed management zone using R2-1 speed limit signs equipped with speed-actuated intelligent warning system to activate solar-powered, LED lights embedded around the sign perimeter as mechanism for achieving active traffic speed management within a road section bisecting a rural commercial area frequented by tourist traffic.

The County’s post-installation evaluation of this application found success in marked traffic speed reduction through the speed management zone. Such success led to the County securing approximately \$300,000 in Federal HSIP funds to deploy 20 additional driver feedback speed limit signs countywide. This recently completed work will include an engineering evaluation study to develop crash modification factors for the establishment of speed management zones using driver feedback speed limit signs, which in turn may enable agencies to better pursue funding sources for like applications.

Mohave County has also deployed in 2018, in response to two fatal lane departure crashes occurring within brief period, its first installation of LED raised pavement markers through the curve shown with tangent runout consistent with stopping sight distance necessary to effect vehicle deceleration to the curve advisory speed.

- Wrong-way detection ITS

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- Several new HAWKS New flashing yellow arrow that we run time of day protected Newer detection at signals
- Agency has embraced data driven safety planning and crash analysis techniques including Safety Performance Functions, building a crash analysis platform. Additional technologies include PHB/HAWK development and refinement (solar HAWK, BikeHAWK, emergency vehicle egress signal/HAWK), partnering on CV/AV testing
- We have piloted connected vehicle technology in a work zone and are looking at other opportunities to use new technologies for safety.

Q8. Methods of including safety elements in all agency and developer driven projects: Have you updated your agency's standards or policies to ensure safety is explicitly addressed in every transportation project or new development? How?

- This is primarily handled through the review process. Transportation staff reviews all development and transportation projects.
- We adopted the Arizona safety performance targets and use those in project development/evaluation.
- We don't have policies or developments so we encourage Tribes to follow Tribal guidelines and FHWA.
- N/A
- Mohave County design standards have not been updated.
- We are currently in the process of updating our Traffic Guidelines and Procedures (TGP)
- Trying now but not quite sure how. So in progress but at this time no.
- Design RSA's required for sales tax funded major projects. SPF and overall safety performance driven safety data incorporated into project development and performance evaluation process.
- Roadway safety is implemented through our roadway designs.

Q9. Surveys to gauge the public's perception of roadway safety: Does your agency periodically conduct surveys to determine if the public's perception of roadway safety in the area you serve has changed? If so, what did you discover?

- We have paid to have professional surveys conducted. We determined that the public is interested in bus pullouts to improve traffic flow and safety. We also identified specific intersections in the city that are of concern to our residents.
- We are not a road owner. We are available to tribes and can provide information for public health surveys if approached.
- We have given surveys about opinions on specific topics, not roadway safety overall.
- No, but good idea.
- No - 2
- Not that I am aware of
- Not as yet
- No

Q10. Innovative safety improvement programs and projects, planned and on-going: Describe any innovative or "outside the box" safety programs/projects your agency has successfully implemented.

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- We worked with a local bicycle advocacy group to hand out bicycle lights at night to riders that did not have lights. We are looking at adjusting our speed limits using a "safe systems approach" instead of the common "8th percentile approach." We are adding green thermoplastic in conflict zones on all arterial pavement management projects. We are signalizing (ped signal or HAWK) all arterial shared use path crossings. We are adding 4000K LED lighting on all arterial streets.
- The digital marketing campaign has been great! d3arizona.org which we just moved all of this info from the CYMPO page to this new branding. Our next step is to market this site into the future.
- Innovation is tying it to public health injuries, especially to pedestrian and bicycle safety. Bike Rodeos, etc. Work with law enforcement with Helmet Enforcement in rural Nevada. Provide training on why crash data is important. Share the Road summits in AZ to teach how to share the road with commercial vehicles.
- N/A
- Besides the aforementioned, please note:
 1. Mohave County's Speed Management Program took form in 2009 with national recognition of the County's first optical speed zone installation on a tangent section of rural county highway in advance of its transition from level to rolling terrain and approaching developed lands. Optical speed zones target an instinctive driver reaction of relaxing the accelerator or adjusting the cruise control, causing the vehicle to reduce speed at the downstream end of the optical speed zone.
 2. In February 2013, Mohave County installed lane guidance markers subsequent to the occurrence of two head-on fatal crashes caused by foreign drivers entering Diamond Bar Road and proceeding to travel in the left or wrong lane. Since this installation, we have not seen any instances of similar crashes.
 3. In 2018, Mohave County installed 26 sets of pavement markings and symbols through high speed remote, rural corridors toward reinforcing drivers' expectation in encountering cattle encroachments. Installations flanked all existing cattle warning sign locations. This solution capitalizes on driver warning through retroreflective devices placed squarely in drivers' field of view, particularly during critical twilight/nighttime periods.
- Wrong-way Detection Pilot Project
- Pedestrian safety task force with police to talk about all pedestrian VHU crashes. This has lead to some specific projects and higher enforcement in locations.
- RSA program, HAWK prioritization methodology and implementation support, BikeHAWK, PAG Safety Explorer, PAG Bicycle and Pedestrian Diversion Program (traffic school for bikes/peds), PAG Safety Plan implementation (data driven safety project/initiative development), education campaigns, development of safety toolbox to support practitioner decision making.
- We have an annual safety pledge and an Employee Safety recognition program.

Q11. Before and After Studies: Have you performed any before and after studies to determine the effectiveness of safety projects? If you are doing so, please explain.

- No, but it would be great if MAG or ADOT had a funding mechanism to do this.
- No

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- Crash analysis statewide, 10 year. Use information in Tribal Safety Plan. We have not been approached for "After". Have assessed kids at After School Programs with a form after the presentation; observational data collection before and after a Bike Rodeo.
- N/A
- Yes. Mohave County found statistically significant reduction in mean/85th traffic speed with optical speed zone and driver feedback speed limit sign installations.
- Yes, we have and continue to perform before and after studies for HSIP projects
- Yes, mostly with HSIP projects. Mixed results on data
- Not consistently or institutionally. PAG Safety Explorer designed to support easily conducted before and after studies.
- We collected data regarding our Smarter Work Zone pilot and are in the process of analyzing it. We also conduct before and after studies for the Roadway Safety Management Program counter measures implementations

Q12. Before and After Studies: Do you have a policy that requires an evaluation of the effectiveness of a safety improvement after installation? If you are doing so, please explain or provide a link where it can be found.

- No-3
- No, however, we do encourage the Tribes going after funding to be familiar with Fed requirements.
- N/A
- We do not have a policy on before and after studies but are considering one
- Not really a policy
- No, but we would like to see what is discovered on this through the MAG survey!
- Yes. Provided in Roadway Safety Management Program

Q13. Funding sources utilized: What primary funding sources does your agency use to implement safety projects?

- General Obligation Bonds, HURF, HSIP, Operating Budget (small items)
- STBG and HSIP
- Tribal Transportation Program Department of Health and Human Services FHWA
- Normal news budget
- Mohave County HURF and Federal HSIP funding.
- The primary funding sources for our agency are state funds primarily due to the low cost nature of most safety projects.
- HSIP, New \$2 million a year for pedestrian safety Some signal money that rebuilds signals where typically one a year ends up being a safety improvement.
- HSIP, RTA sales tax funding, STP (historically used to fund Safe Routes to School programs)
- TIP

Q14. Funding sources utilized: Has your agency ever done anything creative to obtain funding for a safety improvement? Please explain.

- We have partnered with local partners (ASU, SRP) to fund some projects.
- No
- RSA, Tribes in NV and AZ In NV, then encouraged to use reports for low cost improvements, HSIP funds then used. AZ more complicated. Need to get Tribes in the queue for HSIP. Some have been done through ADOT but more of a struggle now.
- N/A
- Mohave County was the first local government agency to justify benefit-cost on basis of predictive crash modeling only using HSM methodology; this approach in 203 netted the County \$2 million for intersection reconstruction to a roundabout.
- Nothing other than occasional HURF exchanges
- Other than apply for grants, no
- Pressure on use of HSIP to address fatal and incapacitating crashes in Arizona regardless of roadway ownership
- Implementation of High Friction Surface Treatment. Agency qualified for HSIP (Highway Safety Improvement Program)

Q15. Target setting: Have you established safety targets? Describe or include a link where they can be accessed.

- Vision Zero. Target = 0 fatal and serious injury crashes by 2025 (hopefully sooner!).
- Yes they are the same as ADOT
- Because we are now working specific projects, no.
- 3-No.
- 1-Yes
- Yes, PAG Safety Plan and RMAP 2045
- MCDOT Roadway Safety Management Program included a target to evaluate all intersections and ROR serious crashes.

Q16. Public and private safety partnerships: Does your agency partner with private sector and non-profit advocacy groups to promote or advance safety? If so, please provide a brief description of those partnerships and/or a link to access for more information.

- SRP (worked with their sustainability team on a road diet that added buffered bike lanes and marked pedestrian crossings). Tempe Bicycle Action Group (various bicycle projects).
- We partner with Sparklight advertising for the digital marketing and Brendan Lyons run the organization "Look Save a Life"
- Pretty big on partnerships. We recognize there are resources FHWA, ADOT, Bureau of Indian Affairs, Empowerment Research, LLC providing info on traumatic brain injury. Support for Bike Rodeo with Casino for water, etc.
- N/A
- Mohave County partners with WACOG and Lake Havasu MPO.
- Not that I am aware of

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- No
- PAG partners with local traffic school to administer the PAG Diversion Program. Local teen councils involved in safety messaging for distracted driving campaigns. Private participation and support to safety education curriculum developed in early 2000's by City of Tucson and PAG.
- No

Q17. Pedestrian and bicycle network screening: Describe the screening efforts your agency uses to identify high crash pedestrian and bicycle locations. Do you collect pedestrian and bicycle volume data? Include a link if available.

- Our vision zero website provides a user interface for network screening of all fatal and serious injury crashes (bicyclists and pedestrians are over-represented in this data). We need to do a better job of screening non-intersection (segment) crashes. We are looking to partner with ASU and the Tempe Bicycle Action Group to collect bicycle and pedestrian data. This is a strategy identified in our Vision Zero Action Plan.
- No
- Touchy topic, usually metropolitan area, cameras would not go over well on Tribal land. Observational survey. Small volumes may double count in rural.
- We try and keep track of statistics given to us by MCDOT, ADOT, DPS, and local police agencies.
- We have not undertaken such screening efforts.
- Yes as part of our annual statewide network screening
- We look at crash data. Also we produce a pedestrian crash summary and a bike crash summary. These highlight main locations. We have some recent bike counts at 40 locations though out the city. No link for data. No pedestrian counts other than for evaluation of new crossings.
- PAG has developed and use SPF's in addition to frequency based crash analysis to screen at segment and intersection level in PAG region. PAG has developed and executes an extensive bicycle and pedestrian count program using volunteers providing multiple sources of truth regarding bicycle and pedestrian volume data. PAG developed a bicycle facility based crash analysis methodology that showed crash rates by different facility type. PAG also developed a crash analysis methodology that examined pedestrian crashes by class of roadway (PAG Pedestrian Plan). Crosswalk/PHB/HAWK prioritization methodology.
- Refer to ATP <https://www.maricopa.gov/DocumentCenter/View/42628/MCDOT-ATP-Final-Report>

Q18. Agency safety review and analysis policies, proposed and on-going: Describe your agency's safety review and analysis policy(ies) and how often reviews are conducted (e.g., quarterly, bi-annually, annually). Include a link if available.

- This year we adopted a Vision Zero Action Plan and it is our intent to provide annual updates.
- As a region we only have done the regional safety plan partnering with NACOG.
- The Operation Safe Roads Advisory Board meets quarterly.
- Mohave County - for over 20 years - maintains a Traffic Safety Committee which meets monthly to review fatal crashes and public request for traffic control devices. The Committee is represented by Public Works, Sheriff's Office, Risk Management, and County Attorney and

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serves as a recommending body to the Public Works Director and County Engineer on action as presented through engineering study.

- ADOT conducts annual network screening of high fatal and serious injury crash locations along with other specific location analysis.
- We do an annual summary of crashes, pedestrian crashes, and bike crashes.
- PAG Safety Explorer facilitates on-demand safety analysis by PAG and its member agencies.
- Annually

Q19. Established safety programs (e.g., traffic calming, Safe Routes to School, bicycle and pedestrian, etc.): List and describe your agency's safety programs.

- Vision Zero Action Plan identifies specific strategies to improve transportation safety.
- The local member agencies handle this on their own.
- Safe Routes to Schools, some have a plan developed 8 years ago, staff turnover may not recall programs, encouraging safety included in state long range transportation plans to be adopted by Tribes. Not every Tribe received funding for injury prevention, just larger. Better when transportation and public health
- N/A
- None
- RSA Program, HSIP
- We have a speed hump and speed cushion program. We have a recent speed feedback program for school locations. Recent program of adding buffers to bike lanes where possible. A pedestrian safety review and program.
- See above ... and contact Gabe for more info!
- Traffic calming, Safe Routes to School, ADA, ATP, Roadway Safety Management Program, Upgrade to Mash Standards Implementation Plan

Q20. Methods of communicating with decision makers on multimodal safety: How do you communicate to decision makers the importance of multimodal safety so that money is allocated for this purpose?

- Presentations to the City Council. Vision Zero is an adopted performance measure in the City's Council Priorities and Strategic Plan.
- It is coordinated through the CYMPO Executive Board representation.
- N/A
- No formal communication methods outside of board action requests (typ. for funding approval or regulatory sign authorization) have been established.
- Communications inside ADOT follow normal chain of command, externally they usually go through our legislative liaison office
- We add projects for CIP proposal. Push for new bike and pedestrian projects. No formal policy. Have dedicated funding for pedestrian safety.
- Direct interface and exchange with jurisdictional decision makers upon request. Interaction with Regional Council as deemed necessary.
- We direct all communication through our board of supervisors or legislative affairs department

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Q21. Contact Information

- Julian Dresang, City of Tempe, 31 E 5th Street, Tempe, AZ 85280
 - julian_dresang@tempe.gov 480-350-8025
- Chris Bridges, CYMPO, 1971 Commerce Center Circle, Suite E, Prescott, AZ 86301
 - christopher.bridges@yavapai.us 928-442-5731
- Esther Corbett, InterTribal Council of Arizona, 2210 N. Central Ave, Suite 100, Phoenix AZ 85004
 - Esther.corbett@itcaonline.com 602-258-4822
- Megan Thompson, ABC15 – KNXV, 515 N. 44th Street, Phoenix, Arizona 85005
 - megan.thompson@abc15.com 602-695-2278
- Steven Latoski, Mohave County Public Works, P.O. Box 7000, 3715 Sunshine Dr., Kingman, AZ 86402-7000
 - steven.latoski@mohavecounty.us 928-757-0910
- Kerry Wilcoxon, ADOT - Traffic Safety Section, 1615 W. Jackson St, Phoenix, AZ 85257
 - kwilcoxon@azdot.gov 602-712-2060
- Carl Langford, City of Phoenix, 200 W. Washington St., 6th floor Phoenix, AZ 85003
 - Carl.Langford@Phoenix.gov 602-262-4613
- Paul Casertano/Gabe Thum, Pima Association of Governments, 1 East Broadway, Tucson, AZ 85701
 - pcasertano@pagregion.com, gthum@pagregion.com 520-792-1093
- M.Muradvich, Maricopa County DOT

APPENDIX C - Public Outreach Responses



Strategic Transportation Safety Plan

Updated 12/13/19

Social Pinpoint Overall Statistics

Stakeholder Engagement Summary

1428
Total Visits

447
Unique Users

3:30
Avg Time (min)

148
Unique Stakeholders

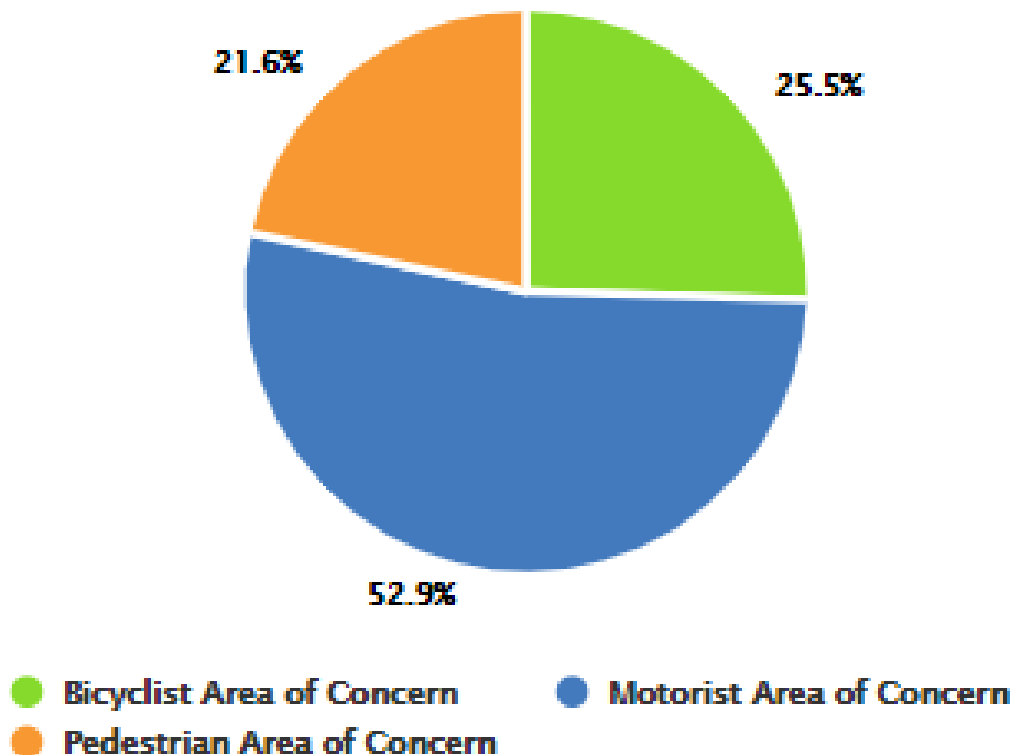
259
Comments

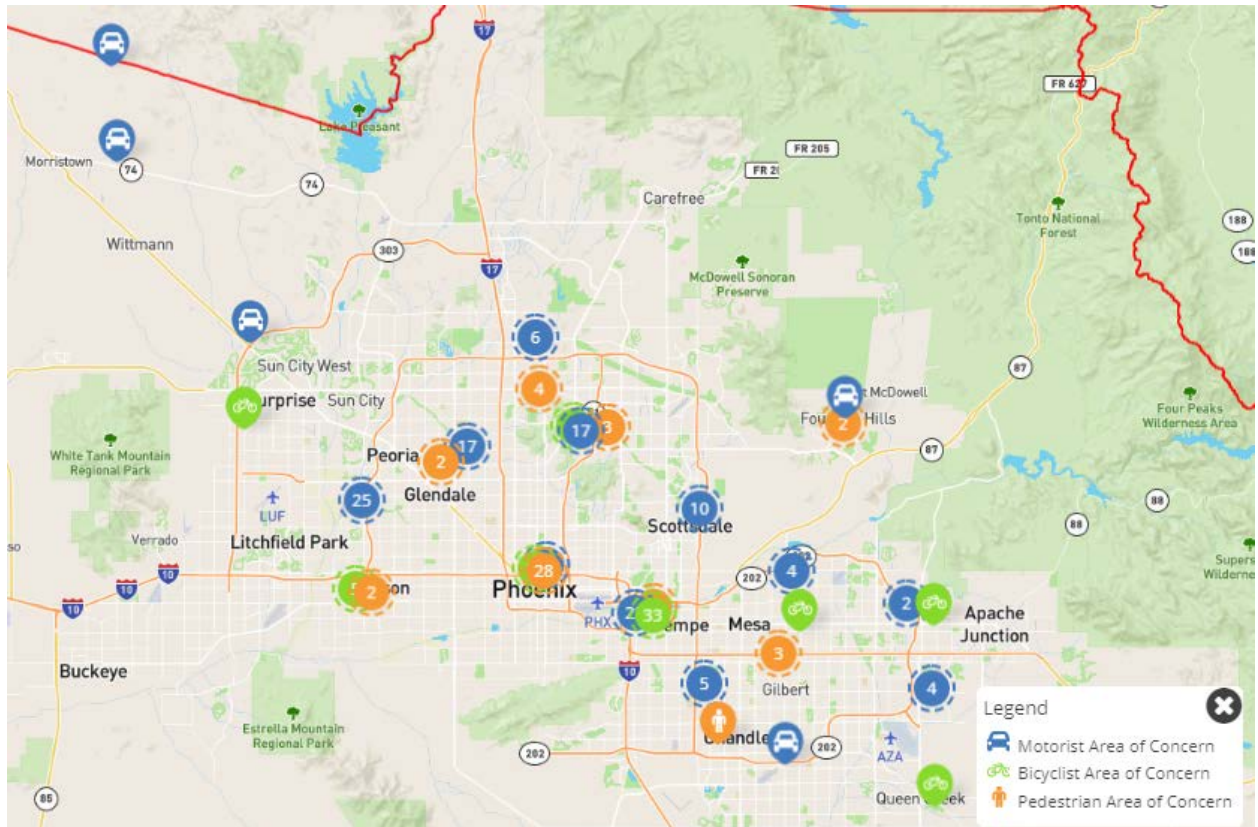
119
Survey Responses

Social Pinpoint Online Mapping

- Received 259 mapped locations with areas of concern.
- Comments received Sept. 3 –Dec. 13.
- Mapped location reporting tool is under development.
- Comments listed by category are shown below verbatim.

Comment Types





Motorist Area of Concern

1. Having recently added several traffic signals along this one mile stretch of road seems excessive. Increased red light running is a problem because the lights are not synced to allow continuing traffic to maintain a safe traveling speed.
2. Turning left at this light is an absolute mess. You can sit at this light for 2-3 cycles if you need to turn left after 4pm.
3. Turning here is dangerous due to distracted speeding drivers.
4. The traffic with left and right hand turns along with all the pick and drop off causes congestion and near misses.
5. Median left hand turns cause people to carelessly drive in front of others.
6. With ACU starting here the traffic is getting worse and its becoming very difficult to turn north into neighborhood with all the traffic backed up from 59th.
7. Speed limit lowers starting here to 35 causing people to needlessly slow down to the extreme when the rest of 59th is 40. people then also have to deal with the train backup
8. The point at which you stop southbound for the train is not clearly indicated and people regularly stop on the tracks and the lanes further back are not clearly designated for whom is turning or going strait. Also the light cycles extremely slowly.
9. Turning left out of this parking lot is extremely difficult as people regularly speed on Glendale ave. and the road is in horrible condition.

10. Poorly marked lanes with bad signals and unreasonable cycles of the light cause lots of frustration and risks at this intersection.
11. There are a lot of people going to the cancer center and the cars are driving too fast. There has been many close calls of people almost getting hit. The lights and signage is not enough. Someone is going to get killed.
12. I am frightened daily by the number of red light runners and speeders on city streets such as Missouri Ave., 7th St., etc. And the "suicide lanes" on 7th Ave., 7th St., etc. are SOO CONFUSING & DANGEROUS. This is a DANGEROUS city to drive, bike and walk in! NEVER, EVER a police officer around to enforce laws. We need more cameras on most intersections like on Lincoln Dr. EVERYONE obeys the speed limit on Lincoln due to the cameras. There are sooo many areas of improvement needed!! Thanks
13. This area has a high amount of Homeless in the area, they constantly cross Peoria Mid-Block creating safety issues for themselves and motorists. They also walk the Center Medians begging for Cash, many of them obviously impaired, worried about them falling into traffic. The Underpass at Peoria has them camped out with urine and feces on the sidewalk as well as graffiti.
14. This area has a high amount of Homeless in the area, they constantly cross Dunlap Mid-Block creating safety issues for themselves and motorists. They also walk the Center Medians begging for Cash, many of them obviously impaired, worried about them falling into traffic.
15. This area has a high amount of Homeless in the area, they constantly cross 35th ave Mid-Block creating safety issues for themselves and motorists.
16. This area has a high amount of Homeless in the area, they constantly cross Peoria as well as 35th ave Mid-Block creating safety issues for themselves and motorists. They also walk the Center Medians begging for Cash, many of them obviously impaired, worried about them falling into traffic.
17. This area has a high amount of Homeless in the area, they constantly cross Thunderbird Mid-Block creating safety issues for themselves and motorists. They also walk the Center Medians begging for Cash, many of them obviously impaired, worried about them falling into traffic. The Underpass at Thunderbird has them camped out with urine and feces on the sidewalk as well as graffiti.
18. Racing motorcycles and speeding cars during rush hour and late evenings several times a week
19. Lots of jaywalking here because of the grocery store
20. lots of jaywalking because of the light rail station and bus stops
21. lots of jaywalking because of the lightrail station
22. lots of jaywalking because of the lightrail station
23. The passing zones on the 74 are in some cases not safe. There's not enough room to safely pass, but it's marked as a passing zone. This causes people to try to pass under dangerous conditions. More than once I've had to hit my brakes and steer onto the shoulder to avoid a head-on collision with someone passing the other way. I've seen many such occurrences in both directions as well that didn't affect me but could've ended tragically. To be honest, the 74 needs widening.
24. The passing zones on the 74 are in some cases not safe. There's not enough room to safely pass, but it's marked as a passing zone. This causes people to try to pass under dangerous conditions. More than once I've had to hit my brakes and steer onto the shoulder to avoid a head-on collision with someone passing the other way. I've seen many such occurrences in both directions as well that didn't affect me but could've ended tragically. To be honest, the 74 needs widening.
25. Nearly everyday, early in the morning, I observe red light running.
26. When making a left turn from 22nd Ave to Durango, vehicles approaching in the right-turn lane make it difficult to see cars approaching in the through lane.
27. People stop on the light rail tracks or nearly rear end you when you don't (they think you're suddenly stopping because they can't see the fact that the road is full in front of the tracks due to the curve).
28. Motorists turning right onto McClintock from the rightmost lane on Curry often swing into the far left lane on McClintock (two lanes to the left of the one they should actually turn into), not realizing that the middle lane can also make a right turn. I've had a lot of near misses here.

29. Difficult to see oncoming traffic in turn lane due to opposing turning traffic blocking view.
30. Have seen several accidents at this intersection, from motorists heading west (especially with setting sun), and eastbound motorists trying to turn north on yellows.
31. Often see cars running red lights on the alternating cues for the southbound on-ramp to SR 51 in the a.m.
32. This is a poorly designed intersection. Would be perfect for a roundabout.
33. At least 2 cars per signal phase run the red light here when turning left from Camelback going South onto 20th Street.
34. Lights are not well timed leaving many motorists straddling the light rail line after turning left to enter the freeway.
35. Lights are not well timed. The first light after the exit has a very short span. This leads to back ups on the freeway.
36. there are high traffic conflicts between thru traffic and outgoing/incoming traffic from school.
37. Traffic backs up onto northbound Loop 303 trying to turn northwest on US60
38. Widen Pima Rd south of Indian Bend to McDowell Rd. Overloads easily when drivers look for Loop 101 alternative.
39. Build Dobson Rd bridge over Salt River. Would reduce congestion on Loop 101, Loop 202, Alma School and McClintock.
40. Eliminate median for Eastbound traffic on Van Buren so the left turn lane to northbound 7th St has more capacity during evening rush hour.
41. Make a northbound 70th St right turn only lane here and leave the other lane as straight across or left hand turn.
42. Stop reducing lanes by using cones during events at University of Phoenix Stadium. Traffic into and out of the stadium is very poorly handled considering there was a greenfield development with 0 existing constraints when the facility was built. At a minimum use all the available road capacity.
43. Stoplight poorly timed. Should be longer for Via de Ventura.
44. Stoplight poorly timed. Should be longer for Via de Ventura.
45. This interchange creates a horrible bottleneck.
46. Making a left onto 7th street from Alta Vista can be a concern during peak traffic. Cars will venture around other cars when trying to make a left turn on 7th street.
47. When I get on the 60 from Alma School, I have to move over three lanes of traffic to avoid going on the 101 North. People never want to let people over. People follow very closely and get aggressive when you want to move over lanes.
48. Way too much traffic
49. A lot of car crashes happen at this intersection, usually high speed and deadly.
50. A lot of car crashes happen at this intersection, usually high speed and deadly. The roads are bad as well and it has a lot of traffic from High schoolers, both pedestrian and vehicular.
51. A lot of car crashes happen at this intersection, usually high speed and deadly. The roads are bad as well and it has a lot of traffic from High schoolers, both pedestrian and vehicular.
52. Frequent red light running.
53. There is a dual right turn from Warner Rd to northbound Loop 101 (Price). Drivers frequently don't follow the dashed line striping separating the dual right turn lanes and stray into the other lane.
54. Canal Crossing HAWK creates confusion for drivers for when they should stop and when it is OK to proceed. Also, can HAWKs be tied into the signal progression?
55. Pedestrians and Bicycle riders do not obey rules
56. Pedestrians and Bicycle riders do not obey rules
57. Speeding, red light running and lack of left turn arrows.
58. This intersection is very difficult to turn right at because between left turning cars and the crosswalk symbols it is difficult to tell when someone will start walking or make a left turn.

59. Red light running(especially at left turn arrows), panhandlers in all medians very distracting and elevation to cross train tracks a hazard.
60. It is really hard to navigate through the lanes, around rail, and watch for pedestrians.
61. Red light running and poor timing of left turn arrows.
62. The speed limit is officially 55mph on the 143 but drivers frequently fly by me at 70/75 mph because there is zero police enforcement of the speed limit
63. This is a terrible intersection and cars often do not obey the no turn signs
64. Drivers on westbound University Dr turning left onto southbound 52nd St frequently run red lights--multiple cars at a time--endangering drivers on northbound 52nd St attempting to take advantage of the very short green arrow to turn left onto University Dr
65. south bound ramps to I10 and 202 are hazardous because people are constantly switching to the other ramp at the last minute.
66. Southbound 32nd st with two lanes at light rapidly narrowing to one lane is confusing and dangerous, people going straight through often double up and the fight to get down to one lane.
67. This light always turns red for Roosevelt and green for 1st St even when there are zero cars or pedestrians waiting to cross. Is this on some timer?
68. This intersection has blind spots and is not a traditional e/w or n/s priority. Several times when trying to cross, traffic speeds through not expecting stop signs.
69. Anyone heading south from Light Rail PnR has to use left turn lane. Arrow is not long enough, leaving either cars stacked up through multiple lights or people start running red lights just to get through.
70. Lots of jay walking on nights and weekends which has resulted in some close calls. Would be nice to have a diagonal crossing so that all pedestrians could go at once.
71. The merging of 3 lanes to two at the crest of the hill makes for dangerous conditions and speeding. The merge should occur earlier at the base of the hill.
72. The queue jumper lane heading southbound on 7th St creates dangerous situations where people try to speed up to "jump the queue". The queue lane should be converted to right-only lane (or right-only and bus-thru lane)
73. Cars always run red lights here and they always block the intersection after 4 pm on weekdays for no reason. road is also in bad condition for the first lane heading westbound.
74. The ramp to I10/SR202 from SR51 southbound is constantly backed up and it appears the
75. merge/weave overwhelms the ability for the ramp to move vehicles.
76. EXTREME AREA OF CONCERN: There is constantly crashes here DAILY. Sometimes multiple a day. Not sure of a way to improve this, but it indefinitely needs to be evaluated for safety.
77. Northbound: Traffic flows steady until up/over the curve traffic slams on the brakes and have witnessed numerous crashes here. Flashing lights at the beginning of the bridge for caution? (similar to what is utilized on Mill Ave SB on the bridge before the light.
78. Traffic heading west on Playa Del Norte to make right turn onto rural rd fails to yeild to U-Turn traffic. Either no U-Turn or yield to U-Turning traffic is necessary.
79. No visibility around wall for traffic trying to make left-hand turn.
80. Consider dual ramp for 51 North to alleviate traffic congestion. One lane for two major freeway exits is not practical.
81. Drivers are very impatient at this intersection, because of left-turning vehicle volume, as well as presence of reversible lane.
82. Some Pedestrians are running across Van Buren or First Avenue on a regular basis, which is a dangerous situation for anyone, especially if you are a driving a vehicle.
83. This is a highly accident prone location during PM peak period, as traffic from Post Office wants to go South on reversible lane, while forgetting that this lane has traffic going North.
84. At this intersection, a lot of North Bound traffic gets held up during PM peak period on reversible lane, because vehicles want to turn towards East, using that lane.

85. This intersection is highly accident prone, because of over-speeding from Thunderbird Road traffic.
86. This intersection is highly accident prone, because of over-speeding from Greenway Road traffic. Almost once every week, there's an accident at this intersection during PM peak period.
87. This section of Happy Valley Road/7'th Street has very little speed enforcement any given time, any given day. Vehicles with Trailers especially are speeding and they either overturn or trailers hit vehicles coming from opposite direction at the turn.
88. This intersection has been highly accident prone any given time of day (weekday), since the last five years that I've been driving along this section regularly.
89. Turning volume in this intersection is very high during AM, especially. There are three schools in the vicinity and parents (dropping off kids) are in a hurry to clear this intersection. Students cross Sweetwater Avenue to go to the other side, making them vulnerable to cross the path of speeding vehicles.
90. Left turning traffic onto Deer Valley Road during PM peak period is excessive and the backup is onto NB lanes on Cave Creek Road.
91. Left turning traffic onto Loop 101 on-ramp during AM peak period is excessive and the backup is onto SB lanes on 7'th Street.
92. Left turning traffic onto Loop 101 on-ramp during AM peak period is excessive and the backup is onto SB lanes on Cave Creek Road.
93. This section of 19'th Avenue needs re-paving on both NB and SB stretches, as every motorist wants to avoid NB and SB middle lanes, which have suffered extensive rutting.
94. People drive way to fast on Paradise Lane after coming off of 64th Street between Greenway and Bell.
95. drivers don't pay attention.
96. Many crashes near the tunnels going Eastbound and Westbound.
97. The road goes from 3 lanes to one lane. More lanes need to be added
98. The lane suddenly ends and changes to a turn lane. A dedicated right turn lane needs to be added
99. The right lane (heading west) should be labeled as a dedicated right turn lane. Drivers are using this lane to speed around traffic at the stop light.
100. Red light running and high speed traffic in all directions.
101. Red light running & high speed traffic.
102. Red light running & distractions due to panhandlers.
103. Large dip in road & poor visibility when making left turns.
104. Extreme red light running.
105. Poor visibility when making left turns. Red light running east/west.
106. Speeding.
107. Leaving my residential neighborhood on Paradise lane there have been several accidents! This is again due to excessive Speeding in the neighborhood! And there is a fire station and N assisted living group home at this exact spot. Tons of accidents here and at the stop sign at n moon valley drive and paradise lane!
108. The traffic is backed up for a mile creating a wall of vehicles creating a huge safety concern.
109. when entering the freeway you are met with a wall of vehicles making it a huge area of concern. This is a safety hazard as you would have to "punch" to make it on to the 101 to not be hit by a vehicle that is already going 60mph.
110. there is currently no exit for 91st ave off the 101 resulting on additional drive time for commuters to go home and/or to make it to work.
111. No exit to 91st Ave from Southbound Loop 101. Commuters cannot access downtown Tolleson affecting current and future businesses.
112. I have a concern about driving this exit because there is no exit off of 101 south bound going east for 91st avenue.

113. No connection from sb 101 to 91st Ave. This causes wasted gas and time to detour through 99th and McDowell or 83rd and I-10. Getting on and off the I10 so quickly from 101 to 83rd causes major safety concerns from having to deal with 2 more merging points.
114. High amount of traffic that connects population of 30,000+ Phoenix residents to I-10/101. However, there are only 2 lanes in each direction.
115. Thomas is a major street and garden lakes has north and south bound stop signs. It is difficult to exit the community without getting into a car accident.
116. I use pick up my son at GCU three times a week. I don't think there was one week that went by without seeing an accident on Camelback between 75th Ave to 35th Ave.
117. During peak hours (AM and PM) drivers utilize the middle lane (turning lane) as a freeway. Driver's exiting 6th street have near misses. Driver's also use 6th street as way to avoid the red light. Even with speed bumps the drivers are going at a speed where pedestrians can get hurt.
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119. During peak hours (AM and PM) drivers utilize the middle lane (turning lane) as a freeway. Driver's exiting 6th street have near misses. Driver's also use 6th street as way to avoid the red light. Even with speed bumps the drivers are going at a speed where pedestrians can get hurt.
120. The lack of a 91st Avenue exit for Loop 101 southbound traffic connecting to eastbound I-10 fails to provide the Maryvale, Estrella, and Laveen villages of the city of Phoenix, Avondale, Tolleson, and unincorporated areas of Maricopa County with full access to the freeway system. Absent full diamond access forces these drivers to exit at McDowell resulting in massive congestion extending over a mile north of Thomas on the Loop 101.
121. While attempting to turn west onto Van Buren from 91av, the Bushes on the N/E corner block the view making it hard to see upcoming traffic. Bushs should only be 18-36inch tall for at least 250ft according to MUTCD standards.
122. Vehicles have to wait a long time to make an NB left and will often just run the red light so they don't have to wait. I see this roughly once a week.
123. Line of traffic traveling SB wanting to get on Loop 202 EB will back up through this intersection. Then NB cars will want to turn left and squeeze between the stopped cars. I have seen one get hit by a SB car in the far right lane that wasn't stopped. This left turn should not be allowed.
124. It can be very difficult to make a EB left here because NB cars are driving so fast. I often start pulling out when it's clear to go (looking south), but then suddenly there is a car there because he was going so fast.
125. There are way too many cars getting on WB from Rural then too many exiting at Priest. There should be an added lane in this stretch for exit only. This will cause people to brake, which trickles farther upstream to the 101. This is only going to get worse with all the new developments popping up along Washington near Priest.
126. EB left-turn often backs up here into the through lane, which causes through traffic to dart into the middle lane quickly.
127. Lots of people run the red light here (SB left)
128. Lots of people run the red light here (NB left)
129. The reduction of 101 N from 4 lanes to 3 poses a risk due to very fast slow downs and people not merging properly or aggressively
130. The turn from E Cactus to start merging onto 101-S has a yield sign for oncoming traffic from W Cactus. I've seen dozens of occasions where people driving eastbound and entering the ramp do not notice or choose not to listen to this sign and do not yield to westbound oncoming traffic entering the ramp. I find this intersection dangerous
131. This is a blind corner requiring you to pull far out in order to see oncoming eastbound traffic

- 131. Left turning lane stoplight can be poorly timed at early or late hours, sometimes it doesn't detect a car is there at all
- 132. There is a yield to ramp traffic sign here that drivers coming southbound on Price Rd often ignore
- 133. The north side of Thomas Rd frequently floods an entire lane here during rainy periods
- 134. There is a very large raised lip between the street and the bridge just before the stop light to go northbound on 101-N. While applying brakes and hitting this bump, ABS systems can get confused
- 135. The traffic light at the onramp to 101-N is extremely difficult to see until you are right under it due to its focal point

Bicyclist Area of Concern

- 1. No bike lane or sidewalk.
- 2. There should be bike lanes between the transition from Phoenix to PV on Lincoln.
- 3. I love cycling because it helped me with my PTSD. Regardless of how many lights you have during the day and night, to include wearing a reflector, people don't respect people. They tend to take over the bike lane. I've been hit with a mirror on my back and any closed calls
- 4. Many bike riders riding on the wrong side of the street and on the sidewalk.
- 5. No bike lanes on any main roads to get to bike paths
- 6. Lots of people ride bikes because of the schools nearby, perhaps there needs to be a bike lane
- 7. Heavy vehicle, pedestrian, and bike traffic. Many near misses, and the traffic is heaviest on Friday and Saturday nights when many people have been drinking. But the Tempe Traffic "Engineer" says that this intersection can't be a scramble intersection. Why?
- 8. Heavy vehicle, pedestrian, and bike traffic. Many near misses, and the traffic is heaviest on Friday and Saturday nights when many people have been drinking. But the Tempe Traffic "Engineer" says that this intersection can't be a scramble intersection. Why?
- 9. Nearly everyday, early in the morning, I observe red light running.
- 10. Add bike lanes on 19th Ave to provide a connection from the Rio Salado Path to Lower Buckeye Road.
- 11. Construction closure of bike path to Tempe Town Lake since about January 2019, probably before.
- 12. Sidewalk closed. No safe way for bicyclists to cross river southbound. Aggressive motorist behavior putting cyclists at risk.
- 13. No bike lane and narrow sidewalk. No good alternatives for north or south bound travel by bicycle. Need bike lane both directions from Apache to Rt 202.
- 14. No safe way to cross Baseline Rd for users of Western Canal.
- 15. Not safe for bicyclists to travel in bike lane east or west due to high motor vehicle traffic volume. City of Tempe has outlawed riding bikes on the sidewalk on this street, but this was the only safe option for bicyclists during high traffic times. Build bike/ped bridges over Rural Rd to enable safe travel to ASU campus for the high volume of bike, ped users.
- 16. Cars do not respect bicyclists. They drive too close and fast around bikes.
- 17. The sharrows on Central are TERRIBLE! Central Avenue in this location is wide and cars go much faster than the posted speed limit. The recommended guidance for placement of sharrows is on streets where traffic is 25 mph or less. People regularly exceed 50 mph on this stretch of road.
- 18. This is where the "Transportation Safety Zone" starts going east into Scottsdale. There is nothing about the design or configuration of this road or any roads in the surrounding areas that caters to the safety of pedestrians or cyclists over vehicles.
- 19. Watched a bicyclist get struck by a car one morning. The car was turning left onto 1st Avenue. The bicyclist was riding across Van Buren with the light.
- 20. Multi use path goes north and south across Indian School Road. Crossing at Indian School Rd. is dangerous. Autos don't yield to pedestrians nor bicyclists. Have almost been hit multiple times. Intersection needs improvement.

21. The Arizona Canal hosts various bicyclists and pedestrian activities when crossing 44th street seems dangerous. Consider placing a HAWK or adjusting the Campbell road light to accommodate bike/peds.
22. I love the green painted bike lane on Fillmore, but the bike lane drops off at this intersection and cars get testy that there is a cyclist in the lane. I have been yelled at. I feel unsafe when crossing westbound.
23. I bike from Phoenix to Tempe along Washington, but the bike path cuts out in this portion. I would love to see a continuous bike path because it is the best east/west street connection to Tempe. A buffered bike lane is preferred due to the high speeds on this road.
24. This is a 2-way stop (North and Southbound) and the cars fail to realize this and they pull in front of me when I'm crossing on my bike going East and Westbound. I was nearly hit several times when commuting here regularly.
25. For some reason, cars think its okay to park in the bike lanes on college.
26. Cyclists ride the wrong way on the sidewalk on this street that has perfectly adequate bike lanes and is traffic calmed.
27. Downtown Phoenix needs more cyclist and pedestrian infrastructure. Hardy any of the roads have bike lanes and cars drive way too fast in the Downtown area. The growth and transit-oriented development is only going to increase the number of people who wish to walk or cycle. It's time to send a message to cars to slow down and make these streets safer for other modes.
28. No bicycle lanes or adequate road shoulders to ride a bicycle at this intersection or roadways.
29. I have almost been hit as a bicyclist more than once at this intersection, and I have seen a bicyclist who was badly injured here (just a few weeks ago).
30. There is a lot of bicycle traffic at this intersection, and the cross-street (Broadway) has a posted speed limit of 40 MPH. Often as a cyclist here, I see cars and trucks run red lights, especially when the light has recently turned red. It is extremely dangerous for the many bicyclists and pedestrians who cross here to access the ASU campus that is just a few blocks north, and to access the elementary and middle schools that are a block south of this intersection.
31. There needs to be a traffic signal at this crosswalk.cars seldom stop or even slow down for bikers or pedestrians trying to cross to continue on the canal trail. There is a signal on Elliot which makes crossing much safer and easier
32. Drivers attempting to turn onto the 10 westbound frequently drive through the bike lane to pass other cars
33. Bicycle lane suddenly ends without warning and then left on a road without even a shoulder or sidewalk.
34. This light is very confusing for people coming out of the trail . Is the light for cars to stop at Mountain view or the freeway?
35. There is absolutely no good route to get around Rural on a bike.
36. Bike lane on McClintock only on one side - return trips difficult. Bike lanes often vanish with intersections throughout Tempe without warning.
37. So many cars/freight trucks parked in the bike lane, am almost doored at least 1x/wk.
38. I love the Rio Salado multi use path and use it to commute on my bike many times a week. However, there are long elevated stretches on the newest connector path between Tempe/Phoenix that are away from any natural shade and also have no artificial shade structures. Some additional shade refuges here would make it safer, more comfortable and increase use in shoulder months/hours!
39. The Central Bike Lane is FANTASTIC but it's hard to get anywhere *around* Central (Baseline, Southern -- where the shops are) without dodging high-speed car traffic and/or riding on the sidewalk. There's no good way to get to the useful stuff like Fry's, Target, etc!
40. The number of times I've been yelled at for being on a bike or taking a lane in downtown Phoenix is RIDICULOUS. Please start building infrastructure to prioritize non-car transit and send the message we have a right to be here. (Sharrows do nothing.)

41. Surprisingly little bike parking in the heart of downtown - for instance, the AZ Center has only 6 bike parking slots that are almost always full!! Please add more bike parking so we don't have to lock to trash cans/ rails/etc.
42. There are no bike lanes on Dorsey Lane and I often encounter motorists that don't see me while I'm on my bike and when I am driving I often don't see bicyclists due to all the driveways and parked cars on the street. During hours of darkness I feel this is a dangerous area for bicyclists/pedestrians.
43. Motorists turn left on red light without looking for bikers, pedestrians crossing the road.
44. Crossing over the 101/Price Road access roads on the Western Canal is dangerous due to lack of HAWKs or stop signs or any noticeable signage.
45. Bike lane ends around this area. Protected bike lanes would be great here because it feels unsafe to bike with the heavy and fast traffic that occurs during rush hours.
46. Fast and aggressive driving makes biking here unsafe. Protected bike lanes would be amazing.
47. Carriage Lane should have a stop sign or HAWK signal at the Western Canal crossing. This small, windy neighborhood road should not have priority over the cyclists and runners/pedestrians on the trail.
48. No bike lanes and heavy traffic makes this a dangerous place to ride.
49. Complete the bike lanes on Roosevelt between Central Ave and 7th Ave. Leaving this gap open in what should be an active east/west connection is unacceptable.
50. I've been yelled at for riding with traffic, and the lack of bike infrastructure makes it feel like bikes shouldn't be here. Bike lanes are needed here.
51. The bike lane between the right lane and through traffic is so dangerous, sometimes big trucks can not recognize them.
52. Complete the bike lanes on Roosevelt. The gap is dangerous and this street should be made safer for pedestrians and bikes, over cars.
53. Bike lane should be added on Thunderbird.
54. The bike lane should connect across Roosevelt to provide safety for bicyclists coming to/from downtown Phoenix.
55. Pedestrians and bicyclists often cross at grade instead of using the underpass because there are homeless camps, trash, needles, sleeping bags, etc. blocking the way. People don't feel safe using the underpass, so instead they create an additional safety hazard by jaywalking or jay-biking (?)
56. Push button / Traffic Signal pole in the middle of the sidewalk (hard to steer around, and I'm an experienced cyclist). Although there is a cabinet near by, there should be enough room in ROW to extend concrete a couple inches to allow room without completely removing signal.
57. Not enough room for cyclists to safely pass pedestrians. No bike lanes on Rural RD leave no allocated space for cyclists. I've seen numerous cyclists just bike on the outer most lanes (both N/S bound). Although there is heavy traffic, bike lanes or shared lanes should be considered.
58. No bike lanes
59. There is no bike lane on this section of Broadway Rd. Also more street lighting needed.
60. Again excessive speeding is the issue for bicyclists and pedestrians!
61. there is no bike lane that would allow for this type of commute.
62. I see a few students riding their bikes to the technical school in the area and the bike lane is not consistent through out the area.
63. No connecting bike lane to connect population of 25,000+ Phoenix residents to work, school, other businesses. Also, Tolleson and Avondale residents can't safely do the same to businesses at 99th and Lower Buckeye.
64. of the lack of a bicycle lane given that a new high school was built.
65. Multimodal transportation options would allow travelers access to a burgeoning development area between I-10 and the future I-10 Reliever.

66. I bike in east Phoenix ,to airport and back home,about 300 miles per month.my greatest concern is that driver's leaving a stop sign , not looking to the right and accelerating, and sometimes swearing at me and refusing to yield right of way while I'm in the crosswalk.

Pedestrian Area of Concern

1. Ironwood highschool and desert valley elementary. kids cross alll lone 59th. get a breezeway or underpass
2. two city officies where pedestrians regularly walk across the road here to parking or buildings and yet people come flying off grand down this road. this section of road needs to have designated pedestrian crossings or marked for free crossing and slow speeds.
3. Evening traffic is traveling well above the speed limit & often disregards pedestrians in the crosswalk at 16th St. & Wescott.
4. Many jaywalkers due to the lack of marked and unmarked crosswalks
5. Heavy vehicle, pedestrian, and bike traffic. Many near misses, and the traffic is heaviest on Friday and Saturday nights when many people have been drinking. But the Tempe Traffic "Engineer" says that this intersection can't be a scramble intersection. Why?
6. Heavy vehicle, pedestrian, and bike traffic. Many near misses, and the traffic is heaviest on Friday and Saturday nights when many people have been drinking. But the Tempe Traffic "Engineer" says that this intersection can't be a scramble intersection. Why?
7. Nearly everyday, early in the morning, I observe red light running.
8. 7th AVE. & Greenway has tons of accidents. There is Mt. Sky Jr. High School at this intersection & Lookout Mt. Elementary School further down 7th Ave. Lots of kids have to use this intersection to get to school. I recommend a pedestrian bridge.
9. Fast traffic moving east/west on Van Buren coupled with tremendous multimodal activity (light rail, bus stops, downtown pedestrian traffic). I've had close calls as a motorist (southbound 1st Ave turning eastbound on Van Buren) with encounters with pedestrians or bicyclists. I've seen too many close calls for others, and sadly seen the results of actual pedestrian crashes. This should be considered a scramble crosswalk, perhaps combined with transit priority signaling for light rail.
10. It's hard to gain access to the park from the downtown area. Wide streets with customs that car traffic gets priority.
11. High density residential on the west side of Fountain Hills Blvd with no protected crossing to the shopping center to the east. I far too often see pedestrians with bags of groceries stranded in the median trying to get back-and-forth.
12. Pedestrians wishing to cross from the southeast corner to the southwest corner have to cross the street 3 times because crossing is prohibited on the southern leg of the intersection.
13. Vehicles traveling east and west on Van Buren drive well above the posted speed. Cars turning left do not yield to pedestrians.
14. Saw a bus strike a pedestrian around 9:00 a.m. Pedestrian was headed north on 1st Avenue. The bus was turning east on Van Buren.
15. Saw the aftermath of a bus striking a pedestrian (fatally). I am not sure of the details of where everyone was but the pedestrian was pinned under the bus. This intersection is very dangerous. Buses and cars don't seem to be able to see people in the crosswalks. Cars turning west on Van Buren are always watching for traffic on Van Buren and frequently do not see pedestrians. I don't cross anymore until I make eye contact with the driver.
16. A mid-block crossing here would be useful. Currently there are no lights on Greenfield between Guadalupe and Baseline. Bike and ped crossings at this point are tricky.
17. Indian School is too wide and too fast for pedestrians. There are a number of intersections that are not safe and this is one of them. Cars are not watching for pedestrians and barely slow before turning.

18. This intersection has many restaurants, bars and businesses on all four corners. It also has a lot of pedestrians and bicyclists. Cars do not look for pedestrians or bikes. It is very scary to cross here.
19. Cars drive going 50+ mph down Van Buren and as a pedestrian this feels very frightening. Please slow the cars down.
20. Students have to cross twice - should be a scramble here.
21. People drive too fast on 2nd Street, between Fillmore and Roosevelt. Without crosswalks or stop signs (north/south)--or enforcement from police--drivers speed through this residential area. This area has become increasingly residential in recent years, more people walk along these streets.
22. Cars are flying up and down 3rd and 4th street like its an arterial highway. I'm glad this pedestrian island exists, but please slow the cars down. This is a high pedestrian area.
23. Drivers speed from Fillmore to Roosevelt. Without stop signs or crosswalks--or enforcement from police--it is difficult to cross the street at uncontrolled intersections. Furthermore, the street is heavily used by city buses, taxis, the ASU shuttle and has high traffic volume at rush hour. There is also construction activity along that road (trucks, personnel) so sidewalks are often blocked. With new apartment buildings in the area, more people are walking.
24. Cars come flying south on 3rd street. If you're walking, you have little time to cross the street and with the slight curve at Roosevelt the cars cannot always see pedestrians (and vice versa).
25. There are crosswalks but drivers rarely stop. Using a crosswalk across 4 lanes of traffic (east-west) is dicey.
26. A scramble crosswalk to the Downtown Transit center would limit pedestrian exposure on Van Buren, where cars are regularly going 50 mph.
27. The west leg crosswalk is used heavily by pedestrians getting off the bus and trying to transfer to light rail. Maybe look at moving this bus stop to the east side of 1st avenue in order to reduce the conflicts with right turning vehicles and the need for pedestrians to cross two legs of traffic to get to light rail.
28. Bicyclists frequently run the red light through large groups of people crossing and nearly run into people all the time. I have almost been hit at this intersection multiple times while crossing.
29. As I was crossing the street at the crosswalk I almost got run over by a car (which was turning left from the right lane and almost ran into another car) because this street is one-way
30. One-way streets like 4th/5th street going northbound are dangerous to pedestrians because they encourage high speeds. There needs to be more protected crosswalks and the street should be reverted back to two-way to decrease traffic speeds.
31. There needs to be either a light or a protected crosswalk at 2nd St & Roosevelt as it's too far to have to walk down to 1st or 3rd streets to cross over to other Roosevelt Row businesses
32. The sidewalk just...disappears??? Between Monte Vista Rd and Palm Ln on 3rd St southbound, forcing pedestrians to walk into dangerous traffic lanes
33. There needs to be a protected crosswalk at 3rd St & Pierce. Drivers fly by at 40 mph on this dangerous one-way street, and now that construction on the Link has finished and the far lefthand lane has opened back up, there's even more distance to attempt to cross for pedestrians.
34. This intersection is really hard to cross and avoid cars
35. The lights do not seem to be synced and you can wait a long time for pedestrian signal with no traffic
36. This intersection takes for ever to cross and people making illegal left turns is hazardous
37. 7th Ave is designed to get drivers out of downtown Phoenix as fast as possible, which creates a dangerous situation for pedestrians since the sidewalk is right up against the curb and there are no crosswalks for blocks at a time. This also creates a canyon between downtown (between the 7s) and the Grand neighborhood west of 7th Ave
38. This is hazardous. People walking from Mountain View to the trail on the west side of 32nd st have difficulty evading cars exiting the 51 and turning north on 32nd st because they are going so fast.

39. There's a bridge over the 10 for 5th Ave, why not for 5th St? This part of downtown feels so dead and disconnected...having pedestrian access across the highway would improve accessibility and stitch the neighborhood back together
40. There is a small parking lot on the south side of eastbound McDowell Rd for Papago Park, meanwhile the speed limit through here is 50mph and people frequently fly through at 55 or 60mph. This is absurd and presents a danger for people getting in and out of their cars to visit Papago Park.
41. This is the only protected crosswalk in a 1.3 mile stretch of Galvin Pkwy between Van Buren St and McDowell Rd. Without additional crosswalks, especially in the northern end of Papago Park, this effectively prevents visitors to the east or west halves of Papago Park from being able to explore the opposite sides of the park.
42. Drivers are too aggressive and the signal timings don't allow safe crossing.
43. Dangerously-designed crosswalk area for pedestrians. Large sign blocks pedestrians from sightline of those coming around the curve exiting Fiesta Mall to Alma School.
44. Very tight sidewalks on McClintock going beneath the railroad. Difficult for passing pedestrians or bicyclists to pass one another.
45. This area could use a crosswalk for children walking to Conley Elementary. There is one north of here crossing Arrowhead Dr at roughly W. Camino Way, but there are just as many students that walk to that school from W. Morelos St as well.
46. Dangerous intersection for peds and bike.
47. There is low light and no HAWK or light for people to cross coming to/from the Van Buren.
48. Dozens of people alight from the light rail and cross this intersection in all directions. Traffic backs up partly due to light rail coming through, and motorists run red lights. It creates a very hostile environment for pedestrians. Pedestrians also jaywalk, crossing the tracks or running across the street without the walk signal to catch the rail. Many pedestrians in this area are homeless and seem disoriented, which creates an additional hazard.
49. Hazardous crossing of 24th Street - vehicles on Glenrosa often don't use their signals to indicate their intended direction of travel, pedestrians sometimes standing in "turn lane" in middle of 24th Street, waiting for traffic to subside, vehicles will sometimes approach pedestrians in that lane when drivers want to turn into Glenrosa.
50. Timer for pedestrian crossing of Southern Ave at Rural (west side) is often too short. Pavement is "bumpy," so "running" to cross in time allotted is dangerous.
51. BASIS school children regularly cross this intersection, with speeding vehicles on Cave Creek Road approaches. West Bound Traffic from Sweetwater Drive, intending to turn Right onto Cave Creek Road, do not have sufficient sight distance to make a safe turn.
52. Cars driving too fast on Paradise Lane. Typical speed 45 mph
53. Excessive speeding
54. No connecting sidewalk to connect population of 25,000+ Phoenix residents to work, school, other businesses. Also, any Tolleson and Avondale can't safely do the same to businesses at 99th and Lower Buckeye.
55. Additional transit service with extended hours are required to support one has become one of the most active employment centers in the metropolitan area.
56. Right on red is not allowed for NB. So when pedestrians are in the SE corner crossing to NE corner, vehicles turn right in front of them aggressively because the line for turning right will get really long and they get impatient. I have seen and experienced many near misses here.

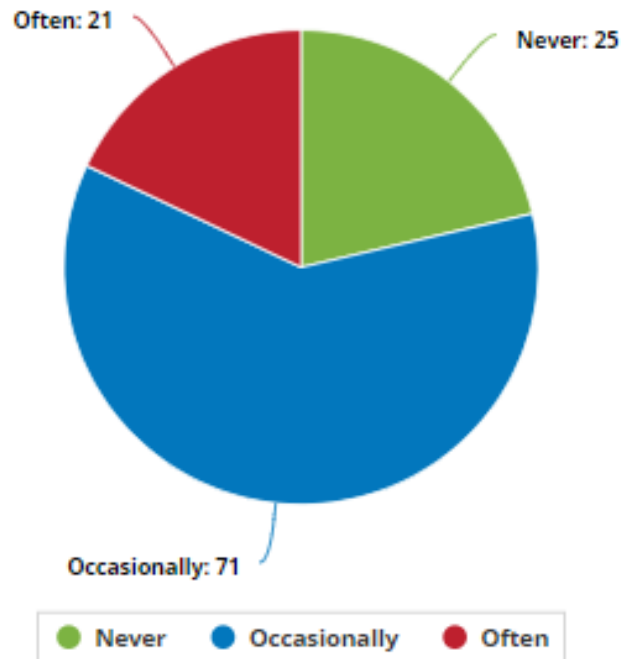
Social Pinpoint Online Survey

- Received 119 comment responses.
- Comments received Oct. 10-Dec. 13.
- Open-ended comments are included below and are provided verbatim.

1-17: How frequently have you observed drivers doing the following? (Scale - Never, Occasionally, Often)

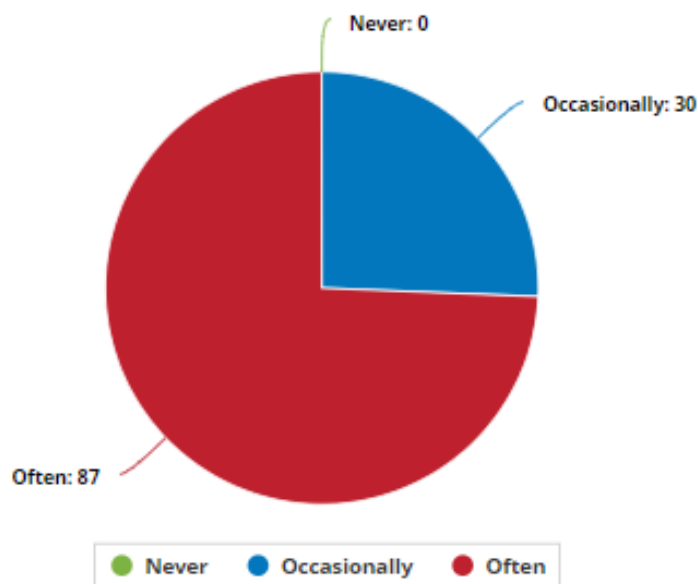
Q1. Impaired driving, walking or biking

117 answers



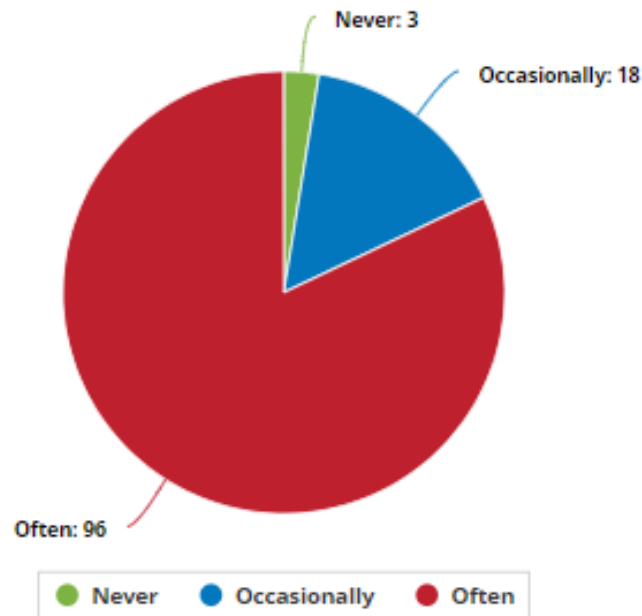
Q2. Distracted driving, walking or biking (such as texting or talking on cellphone, eating, etc.)

117 answers



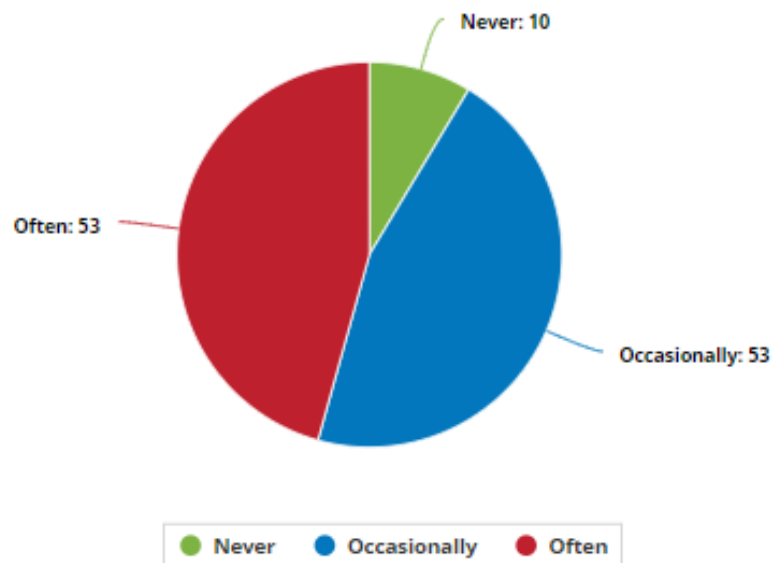
Q3. Speeding

117 answers



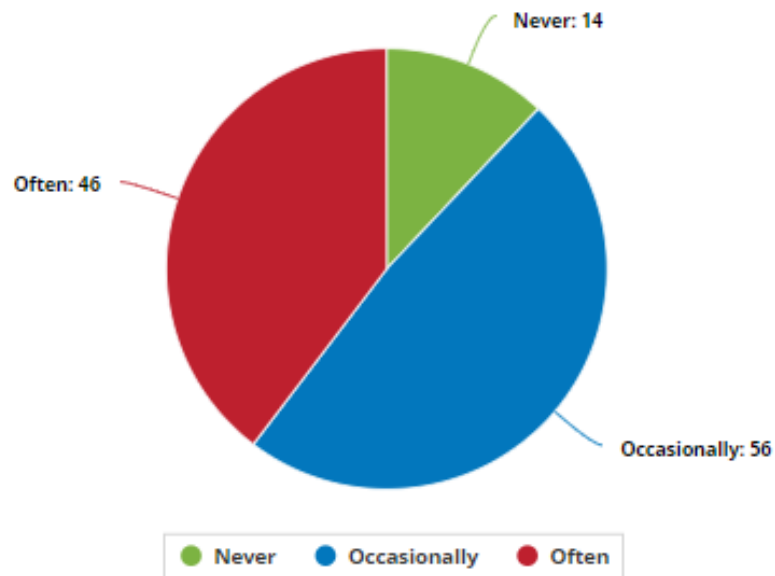
Q4. Not stopping completely at stop signs

116 answers



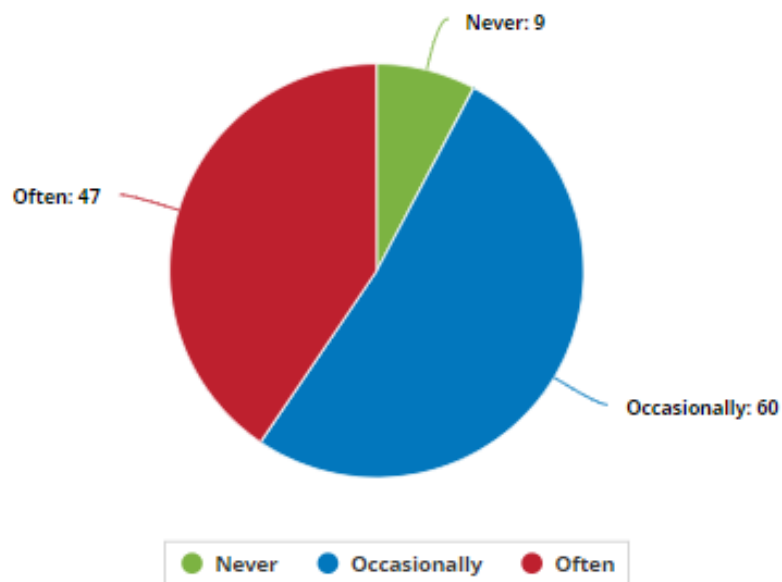
Q5. Not stopping at crosswalks

116 answers



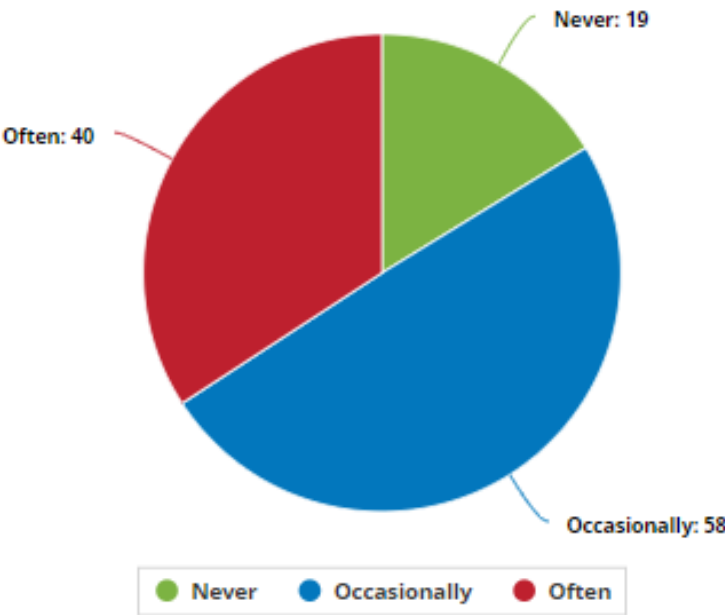
Q6. Not crossing at crosswalks

116 answers



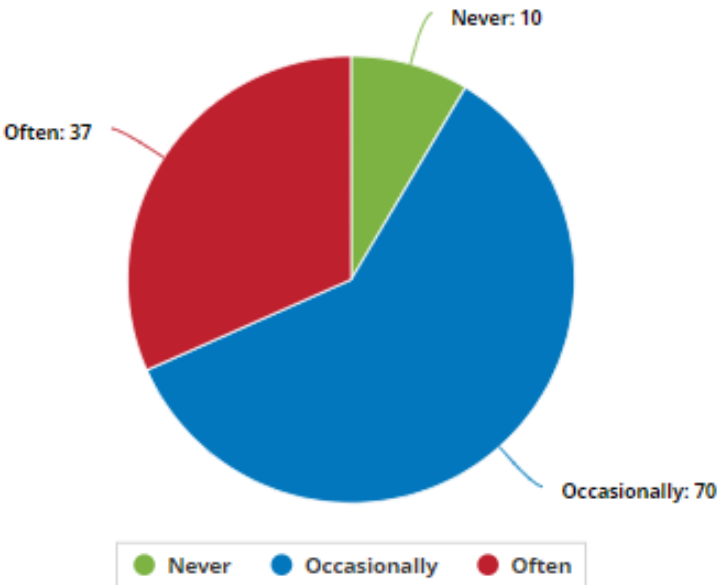
Q7. Riding their bike against traffic

117 answers

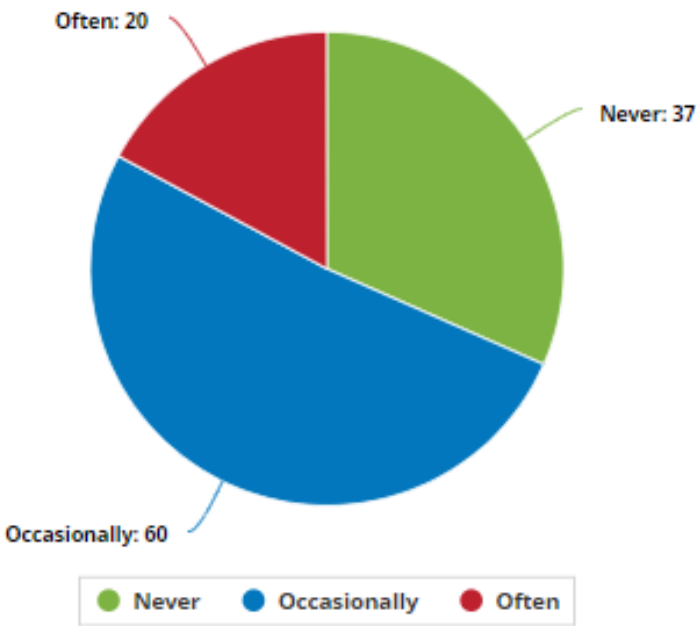


Q8. Not yielding to other vehicles, bicycles and pedestrians

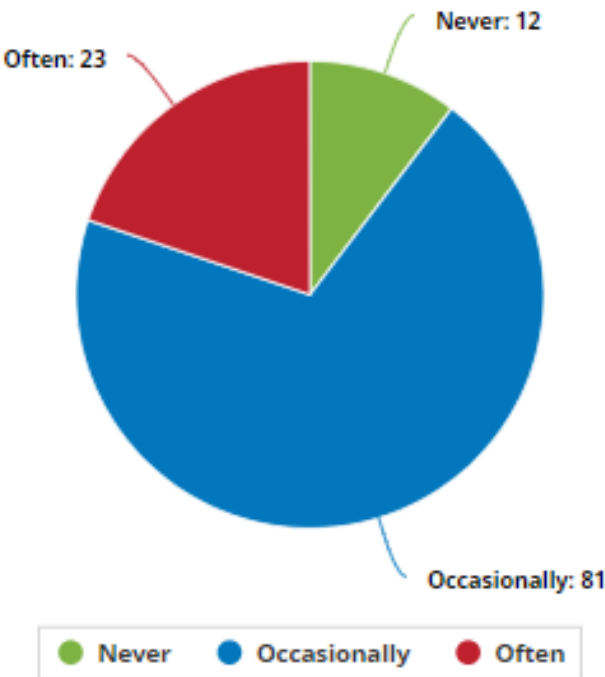
117 answers



Q9. Speeding or passing in school zones
117 answers

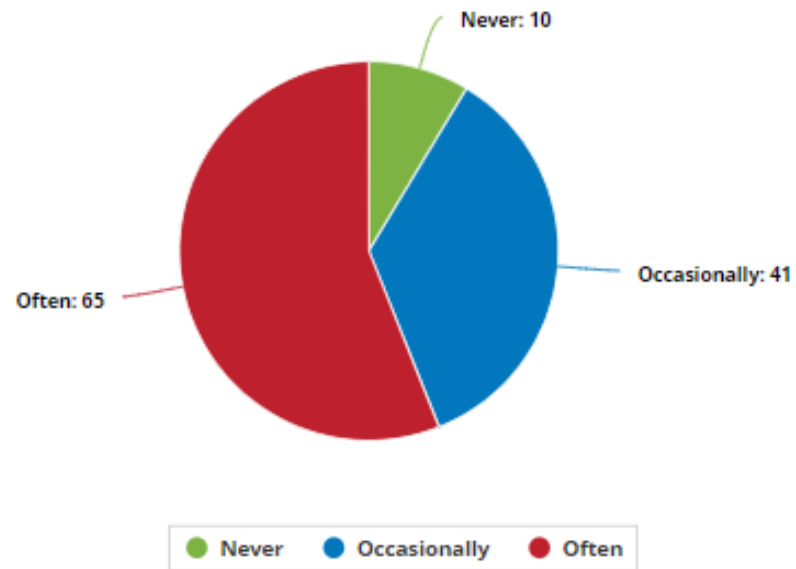


Q10. Illegal/unsafe turns
116 answers



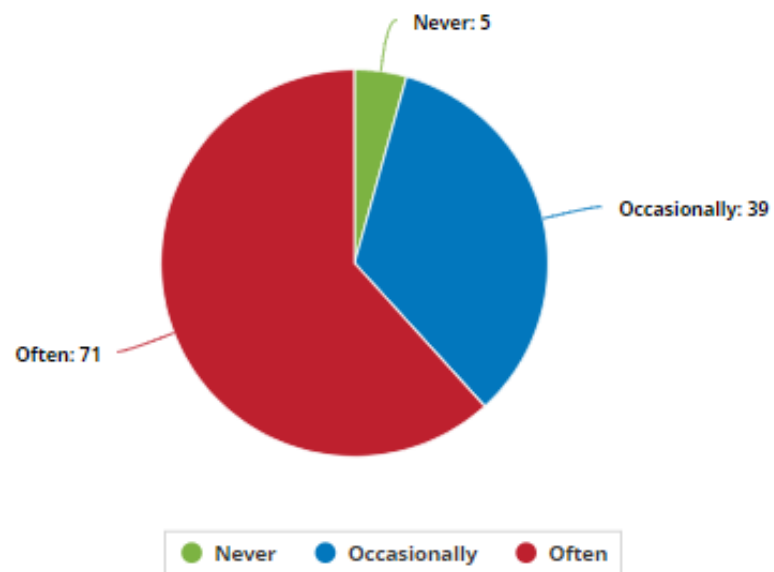
Q11. Tailgating/following too closely

116 answers



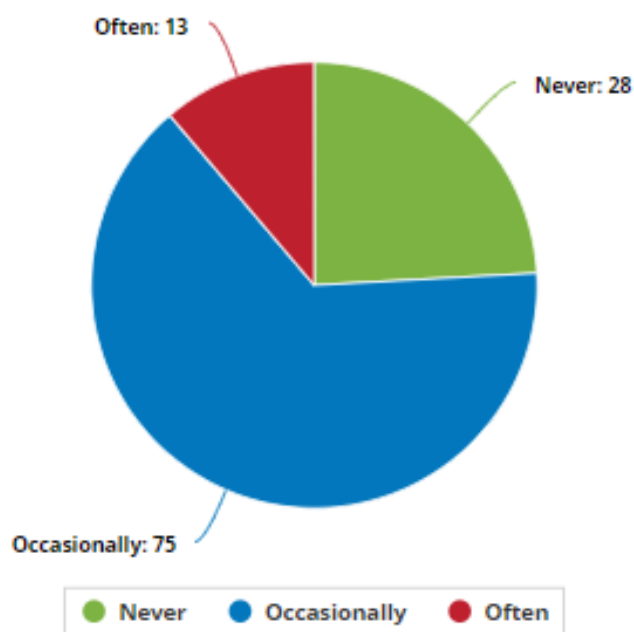
Q12. Failing to use turn signal

115 answers



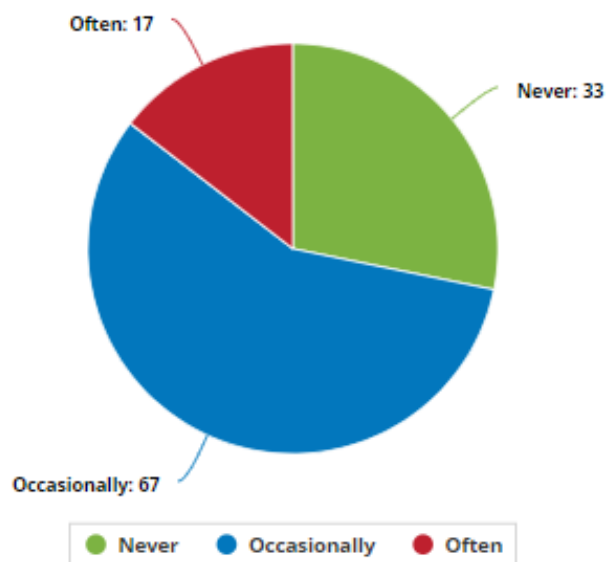
Q13. Not stopping for a red light

116 answers



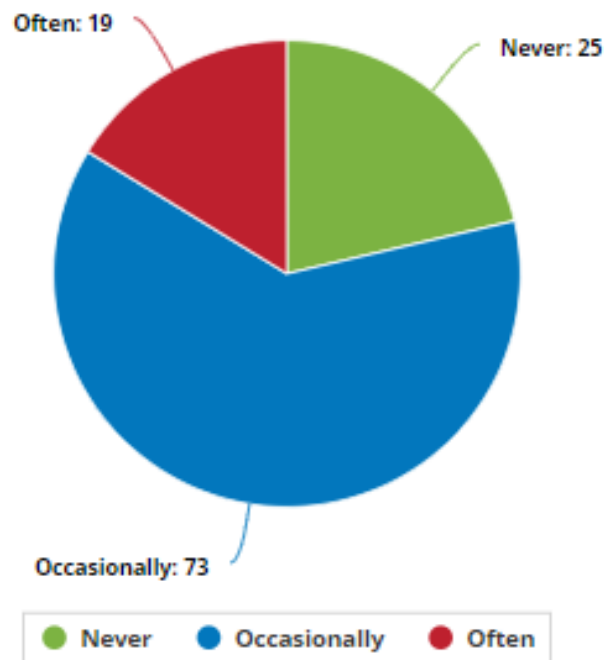
Q14. Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)

117 answers



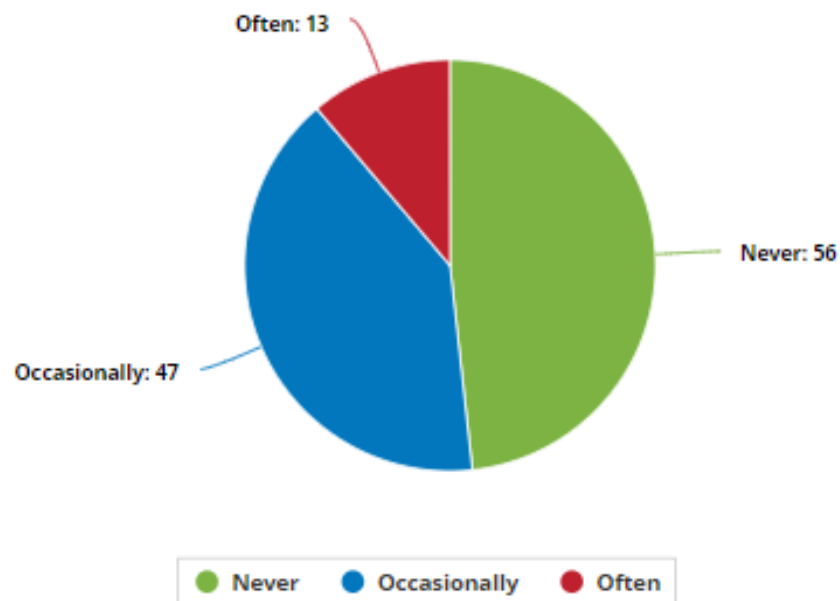
Q15. Driving too slowly

117 answers



Q16. Not wearing seat belts

116 answers



Q17. Other (Question 1)

14 answers

Word Cloud

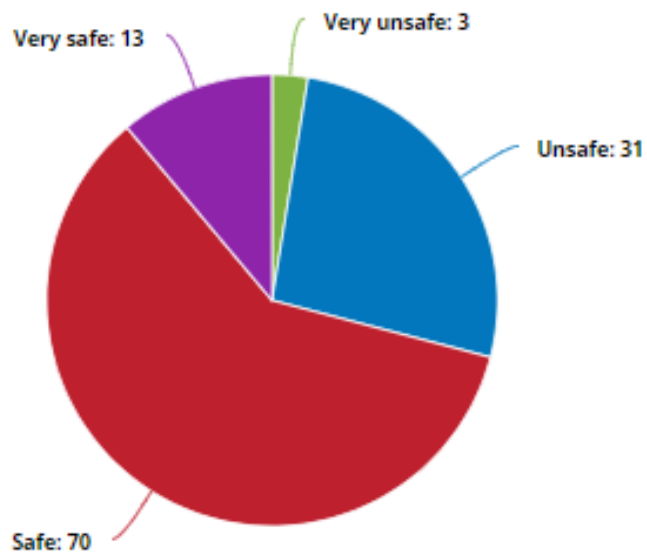
Response List



18-22: How safe is it on the streets for the following? (Very Unsafe, Unsafe, Safe, Very Safe)

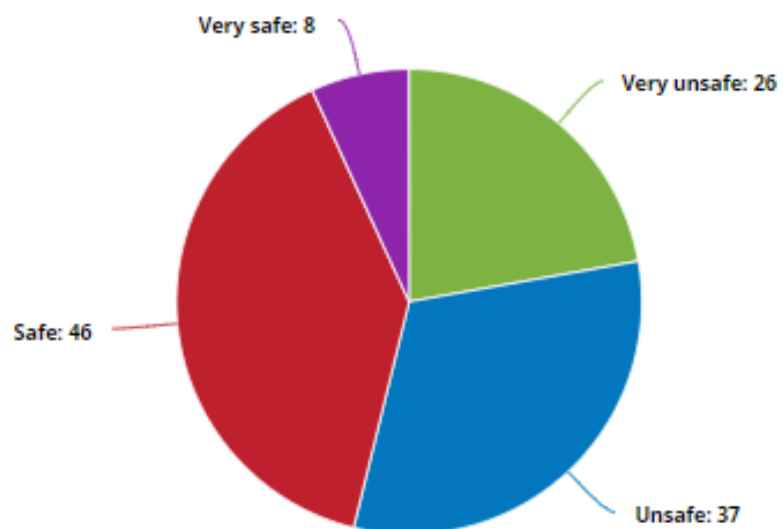
Q18. Drivers

117 answers



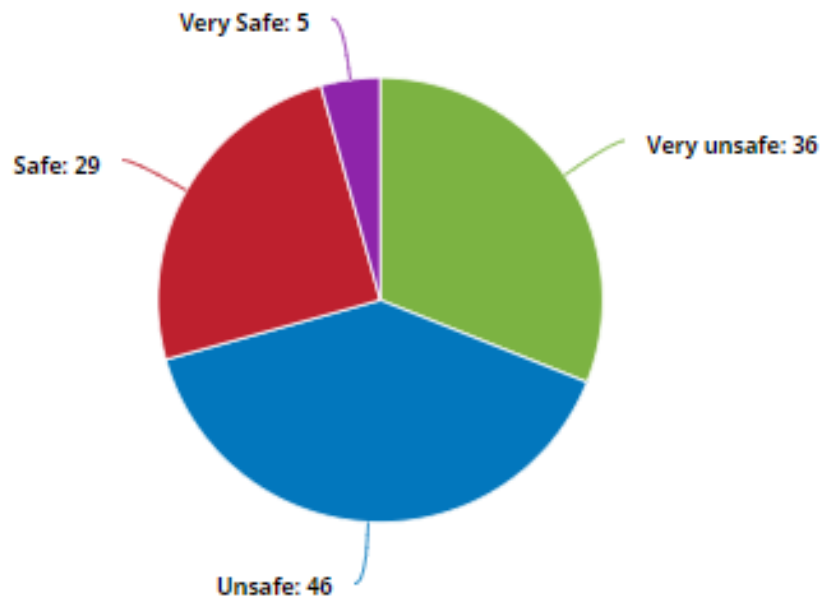
Q19. Pedestrians

117 answers



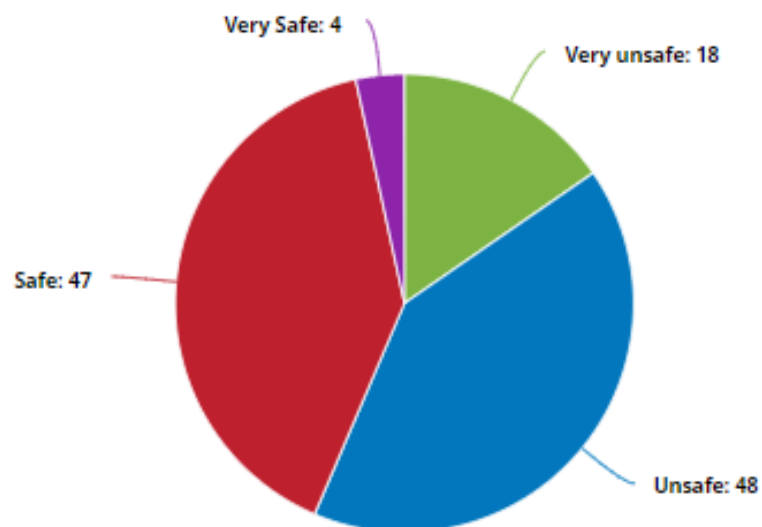
Q20. Bicyclists

116 answers



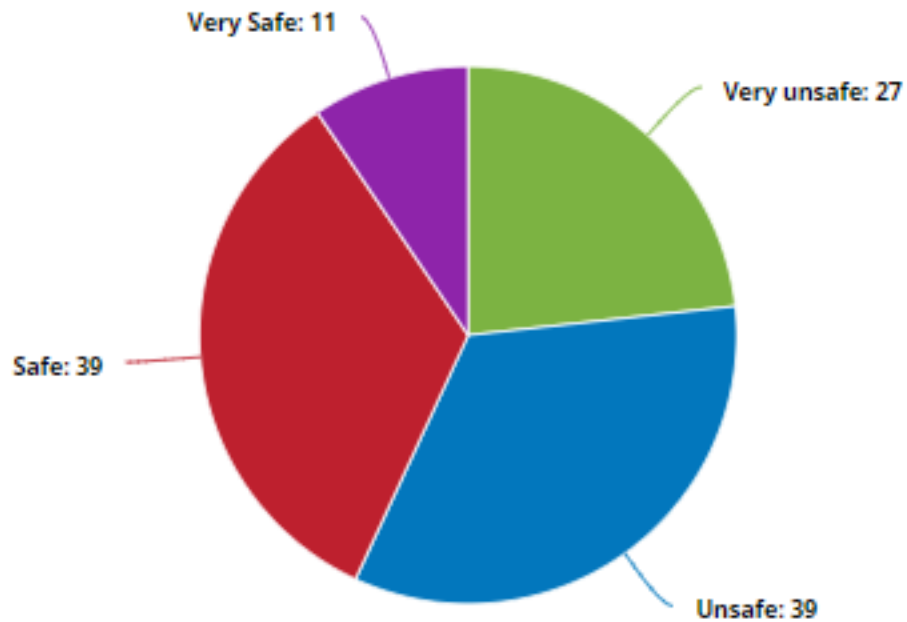
Q21. Motorcyclists

117 answers

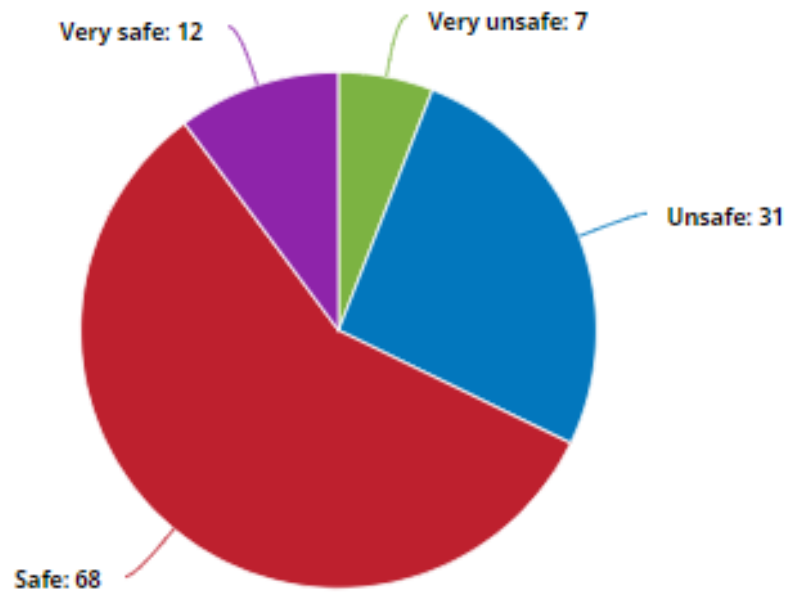


Q22. Elderly and/or disabled persons

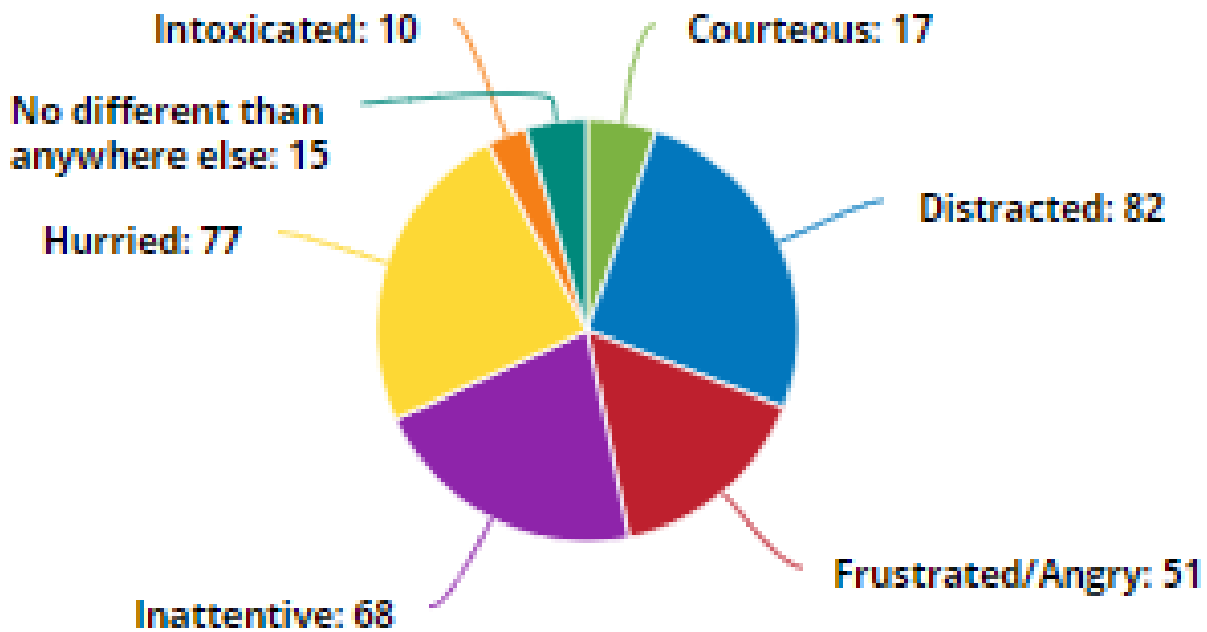
116 answers



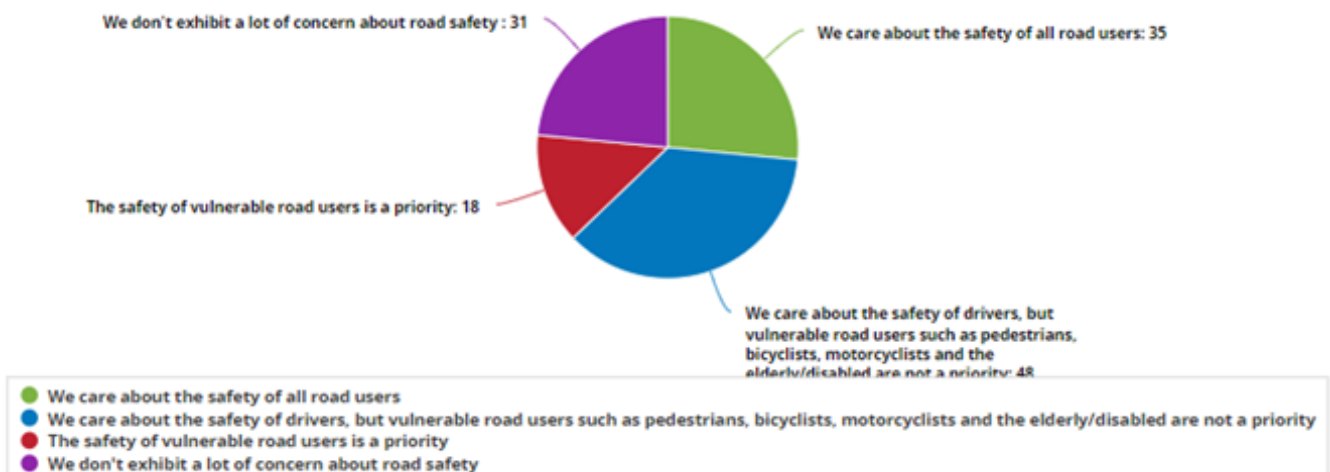
23: How safe do you feel traveling in the community? (Select one)



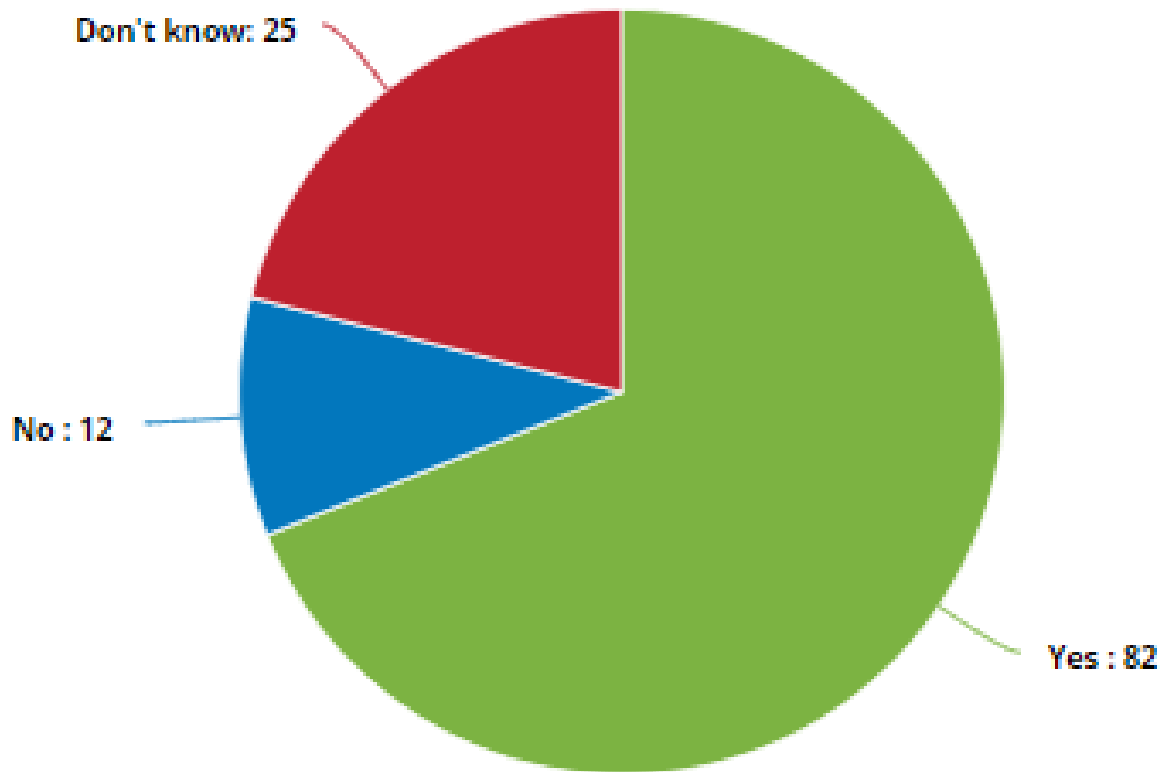
24-25: What words best describe the behavior of drivers on area streets? (Select all that apply)



26: Which statement below best describes safety attitudes in the community?



27: Maricopa Association of Governments' (MAG's) transportation funding from the ½ cent sales tax is currently allocated for projects and improvements on freeways/ highways (56%), arterials (11%) and public transportation/transit (33%). This funding does not currently have a dedicated allocation to improving safety. Should there be an allocation for safety? (yes, no, don't know)



28. If yes, I think the safety percentage should be ____.

- 10
- (10%)
- 10 %
- 10%
- 100
- 100 for pedestrians and bicyclists only. Automobile safety is already over-prioritized and we don't need more.
- 10-15
- 10-20 percent, depending on demonstrated need.
- 10% but this also corresponds with efficiency because efficiency often improves safety. This should also include technology because ITS involves both safety and efficiency.
- 10%, I am not sure how you can invest in making the roads safer when the majority of the problem is the drivers themselves.
- 10; Or, fund those safety improvements from the appropriate existing bucket (i.e. A safety improvement on a high-volume roadway would be funded from the 11% already allocated to those roadways.)
- 11%
- 15
- 15%
- 2
- 20
- 20%
- 25
- 25%
- 3
- 30
- 30%
- 35%
- 40
- 4 percent
- 5
- 5%
- 50
- 5-10%
- 5%-10%
- 5 percent (I say "don't know" because I am not entirely familiar with how the allocation works)
- 5% should be taken from freeways/highways and put toward safety. And public transportation funds should actually be used for public transportation. It may not be within MAG's scope to specify, but we don't need to invest in as much Security on the light rail as

we currently do. It would be better to put that money toward other public transportation uses (like expanding public transit access).

- 5 to 10 percent of the share freeways and highways get should be devoted to safety.
- 6 percent cut from freeways/highways.
- 7
- 75%
- 8
- 8% of the money allocated to public transportation/transit should be set aside for safety. Public transit is primarily used by vulnerable road users and the lack of bus pullouts, RRFB/HAWK crossings, sidewalks, dedicated bike lanes (not the shared ones that back up traffic down central when drivers are stuck behind a bike) and other ped facilities are an essential part of the public transportation/transit system and should be accounted for with any expansion or improvements to the current system. Continuing to add bus lines or extend light rail without addressing safety does not seem like a prudent use of public funds.
- 95
- Can't say as I don't know what the ramifications would be if other programs were to be cut.
- even split 33/33/33
- Exactly what would be done to make roads safer? It is human error/stupidity that normally causes unsafe acts. How would money going into safety help that issue?
- I don't know what percent. But allocate it from what you already have instead of asking for more.
- Improving safety shouldn't be viewed as a separate item. It should be an inherent consideration and characteristic of all projects.
- Projects should be viewed with safety in mind, instead of safety dollars looking for safety projects. For example, each project should receive a score on the merits of safety and make it clear to the decision makers that X project will or will not result in improved safety for the various components of the travelling public.
- Some thing needs to be done about safety
- Use part of the new \$32 Safety Fee!!!
- Whatever gives us protected bike lanes and takes more cars off the road.
- Yes. The main issue I see with question 6 is: Where is the safety funds for assuring facilities to improve safety for the vulnerable roadway users? Pedestrians, Bikers, ADA persons (not meeting ADA compliance), etc. Buffered bike lanes, ADA COMPLIANT SIDEWALKS, etc. Huge issue/concern. For reference, read CDOT's Safety initiatives. They have an excellent example of how to promote/allocate for safety.

29: What do you think is the primary cause of crashes in the area? (Open-ended)

- 1) Distracted driving- Especially during rush hour when traffic tends to be moving slower and drivers have 'free time' they view this as an opportune time to text, even READ A BOOK. I have observed cars next to me during rush hour traffic on the 202 (Red Mountain), and every single driver I pass will have a cell phone in hand. 2) Traffic flow. Many places will have free flowing traffic at speeds of 65, then abruptly come to stand still at congested areas (such as: Rural/202 northbound on the bridge for drivers trying to head east on 202 from

Rural RD, 101/202/60 interchange between 202-Southern exits southbound, 202 Red Mountain curve between 52nd street - Rural Rd exit eastbound).

- (2) Speeding and distracted driving
- Aggressive driving
- Bikers riding opposing to traffic, car not looking to the left and striking biker
- Blind spots in large intersections and non-cautionary drivers
- cell phones
- Cell phone usage, drunk driving, general cluelessness
- complacent driving or not attentive
- Distracted and rushed drivers.
- distracted drivers
- Distracted drivers
- Distracted Drivers
- distracted drivers and people not following right-of-ways.
- Distracted Drivers/ Drivers in hurry
- Distracted drivers - texting, car gadgets, speeding
- distracted driving
- distracted driving
- Distracted driving
- Distracted driving.
- Distracted Driving
- Distracted driving. Aggressive driving. Disregard of speed limits and other traffic laws.
- Distracted driving and people in a hurry being EXTREMELY discourteous.
- distracted driving and speeding
- Distracted driving and uncourteous drivers
- Distracted driving, not using turn signals, speed & red light running.
- Distracted driving or failure to respect pedestrians and bicycles.
- Distracted driving, walking, bicycling - primarily with phone use.
- Distracted driving with cell phones.
- distraction
- Distraction
- Distraction (cell phone primarily) and speeding (due to ineffective enforcement - no automated radar or cameras - enforcement does not have the resources to enforce the existing laws and probably never will.
- Distractions and speeding
- Driver error
- Drivers are either distracted or in a hurry to get to their destination.
- Drivers are on their phones or simply ignoring pedestrians. I'm frequently almost hit by drivers while I'm in the cross-walk. We should have harsher fines for drivers ignoring street markings that directly impact pedestrians and bicyclists.
- Drivers failing to yield.

- Drivers need refresher course in driver education; drivers have different driving skills; driving impaired
- Drivers not paying attention
- Drivers: Phoenix is a transplant city, and you have drivers who have all learned to drive in different places with different driving styles. This creates unpredictable actions and situations. The congestion creates stressed out drivers who become aggressive and make bad rash decisions in their hurry to get where they are going. Cyclists and pedestrians: the lack of proper infrastructure forces cyclists on the sidewalk or pedestrians to cross where its dangerous. Couple that with a lack of education and people are not making smart decisions.
- Drivers who speed. I've seen many motorist who appear to be racing with another car, quickly changing lanes and speeding all the way until you cannot see both vehicles.
- Dumb and rude drivers.
- Failure to abide by the rules/laws of the road (speed limit, turn signals, not trying to beat the red light, cross in crosswalk, etc)
- High speeds (especially arterials with speed limits over 40 MPH) on complex, multimodal streets. High speeds, in my opinion, should be reserved for limited access highways. Also, running of red lights is a major problem.
- High speeds, inattentiveness
- Hills
- Human behavior
- Human error
- Hurried drivers speeding and tailgating while being distracted.
- I believe the primary cause of crashes is distracted driving.
- impaired and distracted drivers
- impaired driving
- Impatience (people want to beat the light, they don't want to stop and wait), annoyance with other drivers (care less attitude).
- Inattention
- Inattention and lack of caring for other roadway users and an attitude that risks do not apply to us or that we don't need to follow the rules of the road because were entitled. Bad personal choices
- Inattention, either from distraction or something else.
- Inattention, lack of crosswalks, streets that stop at Broadway to there are few unmarked crosswalks. Bike lane markings starting and stopping.
- Inattentive drivers.
- Inattentive/Hurried Behavior of Drivers, Infiltration at wrong signals
- Intoxication
- Intoxication including marijuana; complete lack of regard for people other then themselves; a feeling laws and traffic laws don't apply to them; the incorrect assumption a huge vehicle will protect or exempt them from laws/injury/blame/death; low-cost insurance and ease and lack of accountability when filing insurance claims; not securing loads in vehicles
- I think distracted drivers.
- Lack of regard for roadway rules.

- Lack of traffic law enforcement
- Left turns
- Less public transportation
- Not paying attention
- Not paying attention or in a hurry
- Our cities are built for cars, not people or cyclists.
- Over-congestion from ASU with no adaptation to the increase in population
- People are distracted, in a rush, and selfish drivers. Everything is all about them.
- People failing to yield.
- People in a hurry, or thinking they own the road/pathway.
- People running red lights
- People running red lights because they don't want to wait for the light or running red left turn only lights since they don't want to wait.
- Phone use/Distracted drivers
- poor driving
- POOR INFRASTRUCTURE for cyclists, pedestrians, and other vulnerable users.
- Poor urban planning
- PREVENTABLE CAUSES: Distracted driving, aggressive driving, driving under the influence, poor road conditions and signage
- Reckless driving and lack of regard for other vehicles
- road congestion/over population
- selfish driving, meaning people who think that they have the right, or they are not giving full attention to the road.
- Speed
- Speed.
- Speeding
- Speeding!
- speeding, impaired/distracted driving
- speeding & inattentiveness
- Texting and driving
- Texting/Distracted driving. No headlights/tail lights on at night.
- Texting while driving
- The primary cause of crashes in our community comes from distracted driving.
- Uneducated and unconfident drivers.
- Unsafe driving coupled with a lack of enforcement. You constantly see people exceeding the speed limit, cutting people off, driving in the HOV lane as a single passenger during the commuting house, cutting across gores at the last minute, changing lanes without signaling, and they continue to do this because they are not cited for their behavior.
- Unwarranted turns, and not checking before turning.

30: What is one thing you think public agencies could do to make it safer to travel? (Open-ended)

- Actually ticket people when they're driving unsafely. Who cares if someone is going 7 over the speed limit? Ticket the guy who slammed on his breaks when he sees a cop but had been doing 95 and weaving in and out of traffic bullying people in front of him by tailgating until they move.
- adding pedestrian crosswalks across major roads
- Add protected bike lanes and protected (with lights) crosswalks
- ASU makes it hard to change
- Automatic speed enforcement
- Ban cell phone use, including hands free
- Be present. Visible
- better coordination of lights and flow of traffic
- Better traffic system
- Bring the level of enforcement and engineering/planning resources to the level that would address the challenge.
- campaign of distracted driving, start in high school and youth programming in municipalities, libraries, recreation centers, etc.
- Change the Arizona red light law,.
- Consequences for speeding
- Consider the operational use of the roadway cross section. There is a push to narrow lanes and eliminate shoulders. However like on the HOV lane on the 51, this means there is no place for DPS to enforce HOV violations since there is no place to pull people over on the left hand side of the road. Eliminating or reducing shoulders also means maintenance crews take up a lane to replace lights or address irrigation. Oftentimes, roadwork or maintenance does not have adequate traffic control in place when conducting work in the roadway. This should be enforced by public agencies and traffic control in place should be checked against the plans submitted. For example, the right through lane had been blocked by a truck servicing something on the corner of an intersection. However, there was no traffic control for the through lanes approaching that intersection and drivers had to merge to the left lane IN the intersection which caused a lot of erratic behavior and a minor accident. ADMS board with a merge arrow and cones should have been placed on the approach side of the intersection.
- Designate a hotline for the public to call when they spot a driver who is clearly not obeying the rules of the road. Bring back Driver's ED to High Schools. Make it a requirement for all new drivers to take a driver's education course. Raise the age to receive a permit to 17 and driver's license 18.
- driver education
- During rush hour on the Freeway signs adding an announcement at vulnerable areas, something such as: STAY ALERT/USE CAUTION, TRAFFIC ABRUPTLY STOPS. Another method they may be able to do is conduct corridor research in regards to safety by analyzing crash data and alternatives to improve those areas (Especially the 202/101/60 interchange as previously mentioned, there is nearly an accident, if not 2, every single day). Not only is it not safe, drivers don't even know that those crashes are indirectly paid for (clean up / cost

of delay / their time) with their tax paying money. Maybe if drivers knew how much crashes costed them out of their own pocket a year, they would try to drive more carefully. It's unfortunate, but people are selfish and I think it would be a good tactic to make people wake up and pay attention since money is huge concern for everyone.

- Educate drivers on safe speeds.
- Education
- Education (PSAs about safety, crashes, etc.)
- enforce DUI laws
- Enforce existing laws
- enforce harsher punishments on texting and driving and other distraction methods while driving
- Enforcement. No one will change behavior unless it impacts their wallet or ability to drive a vehicle.
- Enforce the rules more stringently and strictly.
- enforcing lane ettiequite and texting and driving
- Expand public transportation access. Most people don't get hit by the bus or the light rail-- they get hit by cars. Improve and incentivize people using public transit and get more cars off the street.
- Fine people who do not use crosswalks, or turn signals, or fail to follow laws while on a bike. Everyone should be held to the same standards. Distribute pamphlets on those laws. Parents are no longer teaching the next generation the "rules" and they may not know them either.
- fix road hazards/unsafe conditions
- Fix streets where 3 lanes goes down to one lane. (Crismon south of baseline) Add bike lanes (Broadway road around Crismon)
- fjhsdgdskFSDFAD
- Get bicycles off the road.
- Give out speeding tickets! Legislation needs to pass to allow camera ticketing vans in residential neighborhoods not just near schools!!!! People speed in residential areas because there is no ramifications!
- Have a class on hand signaling.
- Have more cops on street corners during rush hour traffic.
- Having a left turn on every light.
- I am not sure
- I am not sure, but sometimes I think to make traffic flow one way around the asu campus, Doing this at specific times of the day could aid in the flow of traffic.
- I don't know
- include more right turn lanes
- Increased mid-block crosswalks with lights.
- Increase fines for texting while driving.
- Intersections should have sounds for there corresponding light color.
- I see insane driving every day but rarely is anyone stopped. Drivers licenses should be renewed every few years with a rules is the road test.

- I think enforcement of distracted driving violations, lower speed limits, and public education on how to interact as drivers, cyclists, and pedestrians.
- I think most of the issues are behavioral and phone use is already illegal. So, it is hard to solve this issue. I think communicating the importance of attentive driving, walking, bicycling is most important. I think adding bike lanes in areas where a lot of bikes are utilized is a good idea. Perhaps signs with direction of travel on sidewalks or bike lanes. At ASU I encounter a lot of people riding their bike/scooter in the wrong direction. I think people were encouraged to walk/ride on the correct side of the road/sidewalk it would help a lot of conflicts.
- I think public agencies could encourage safety beginning with young/incoming drivers. After a student driver passes his/her driving test, they include a segment/video of how drivers can be active on the road and prevent accidents with vulnerable groups (i.e. pedestrians, elderly, bicyclists, etc.).
- I think that the public agencies do a good job but drivers are too distracted
- Keep speeds lower (enforcement, traffic calming, road diets, etc)
- Larger and more bike lanes
- Longer green lights, not sure
- Lower speed limits on all roads. Provide crossings where people need them
- Make alternative modes of transportation accessible.
- Make drivers take a driving test every 5 years .
- Make it mandatory for all people driving in the state to be able to pass tests every 5 years showing they know the rules of the road and what to do to maintain highway efficiency. Enforce the laws of slow drivers in the left lane and implement the law of trucks only being allowed to use the right 2 lanes. Have more frequent driving tests to ensure that individuals are still able to operate a vehicle effectively without causing danger to others around them and possibly have a test that includes driving on freeways and/or highways.
- Make it safer for cyclists and pedestrians how are out at night since many people are not concerned for them.
- Make people more aware of dangers of jaywalking through PSA's and enforcement of local ordinances.
- Make self automated vehicles a requirement
- Make some traffic offenses felonies...texting, not securing loads, using hand held devices; not using turn signals are purposefully reckless acts against others and should be felonies.
- Make the most vulnerable road users the biggest priority to protect. Redesign roads for all users, not just cars, and put in the proper infrastructure to allow for all modes.
- make the streets more walkable, more lighted cross walks near rail stations
- More anti cell phone driving campaigns.
- More bike lanes, LIGHTS, signs, and ENFORCEMENT. If folks know they won't be held accountable they are less likely to break the rules. I have never seen someone in So. Phoenix pulled over for speeding. etc.
- More bike lanes/paths for walking/running/biking.
- More crosswalks with traffic signals
- More enforcement of basic rules.

- More enforcement of pedestrian and vehicular laws
- More safety advertising
- more signage and evaluation of crosswalks. I think sometimes there are too many signals/crosswalks so drivers stop paying attention to them
- N/A
- No distracted driving initiatives
- Outlaw use of cell phones in vehicles
- Plant trees to slow down cars, make it possible for people to walk or ride a bike. Build bus lanes.
- Possibly installing bike lane bollards in areas of high volume pedestrian and automotive traffic.
- Prioritize active modes of transportation and fund those modes over cars and highways.
- Prioritize multimodal safety (not just car-centric focus)
- prioritize the non-vehicle modes of transportation
- PRIORITIZE THE SAFETY OF NON-CAR INFRASTRUCTURE USERS
- Promote work at home and flex time to reduce commuting traffic
- Provide more pedestrians signals to prevent cars from continuing at a crosswalk where there's no traffic signals.
- Public agencies could work on improving the visibility for drivers exiting businesses so they do not hit pedestrians.
- Public safety announcements
- Red light cameras and more traffic enforcement.
- Reduce arterial speeds to 40 MPH or less AND install red light cameras.
- Remove or relocate roadway obstacles such as plants or store signs that may obstruct the view of drivers on the road
- Require refresher driver education course.
- Seems like enforcement isn't in the realm of a public agency; however, perhaps more signage, lights or paint to draw attention to bike lanes, bigger signs for crosswalks.
- separated bike paths
- Slower speeds
- Speed Cameras/ more signals
- speeding radars
- Start enforcing the laws. Too often I see local and State officers at a location where multiple drivers speed or disregard other driving laws and the officers do nothing. Other times I see officers themselves exhibiting poor driving (e.g. no turn signals, speeding without flashing lights or sirens on, etc.)
- Step up enforcement
- stop meddling and changing things so people can get used to convention; that and bus pullouts
- Strict rules for Drivers and Pedestrian
- Subsidize insurance agencies to reward good drivers
- texting laws

- The road is shared by too many user types. In places like ASU, many streets should be closed to car traffic and devoted to bicycles, pedestrians, and transit only. No way that a driver can look for cars behind and in front of them, pedestrians, bicyclists, and other users.
- They already ticket for phone use so I am not sure
- widen roads adding extra lanes and put pedestrians above the road on breezeways or under.

31: What is one thing you think other people should do to make it safer to travel? (Open-ended)

- Abide by the laws. Don't drive under influence, be attentive.
- Act like every single car you see has someone you know and love in it. They'll certainly pay a lot more attention and think twice about being so reckless.
- Avoid reckless driving and increase alertness
- be attentive
- Be attentive safe drivers
- Be aware of merging lanes.
- Become educated on driving etiquette.
- Be courteous to pedestrians and bikers. Drive the speed limits. DONT PARK ON THE ROAD
- Be more attentive and patient.
- Be more cautious when approaching intersections.
- Be more courteous and recognize that there are other HUMANS behind the wheel of the vehicles on the road.
- Be polite
- Do not be rude or try to cut people off or tailgate.
- Do not look at your phone
- Don't drive distracted
- Don't leave the house.
- Don't text and drive or text while walking or cycling.
- Don't text while driving
- Don't use their phones while driving
- Drive less (bike, walk, take the bus more)
- Drive less, try walking or biking.
- Drive responsibly
- Drivers need to look out for cyclists, pedestrians, and motorcycle users.
- Drive the speed limit
- DsdfFJHsfdshjfj;shdfhISs
- Everyone is always in a hurry to get where they are going. People are wrapped up in everyday life. I think it would be good for people to slow down and enjoy life instead of powering their way through it.
- Follow existing laws
- get off their phone
- Get off your phone and always watch for pedestrians
- GET OFF YOUR PHONE. Be able to report drivers on cell phone with a hotline or some other method (becomes tricky because you almost have to use your phone to report someone

else on their phone) or having cameras along the side of the freeways that can photograph drivers with phones in their hands (although you then face a privacy issue)

- Get off your phones, leave early for work so you are not rushed and pay attention
- Give out speeding tickets- camera ticketing vans should be allowed in residential neighborhoods not just near schools!!!! People speed in residential areas because there is no ramifications!
- Give yourself plenty of time to get to your destination (i.e. leave early so you are not in a hurry which will lead to aggravation and frustration) and pay attention to the road.
- hands free texting and calling
- I think individuals can recognize their role in the transportation system, whether that be as a driver or pedestrian, to stay alert/ reinforce the defensive driving aspect.
- Leave home earlier so they're not running late!
- look and be attentive
- make sure they are paying attention to the road as well as using their turning signals.
- no texting
- not follow too closely
- not text and drive, and not to speed
- Obey motor vehicle laws
- Obey the laws - good luck with that one.
- Obey the signs of the road and stay focused on driving.
- Other people should stop texting and driving.
- pay attention
- Pay attention
- Pay attention.
- pay attention and be courteous
- Pay attention and not speeding up while driving
- Pay attention and only drive don't do other things.
- Pay attention, less distractions and be aware of your surroundings
- pay attention more, make sure they know who has right-of-ways
- Pay attention & obey the laws.
- pay attention on the roadways.
- pay attention to driving and your surroundings
- pay attention to driving when you are driving
- Pay attention to transportation environment
- Pay attention to what they are doing, where they are going, and other drivers, bicyclists, and pedestrians.
- Pay attention to your surroundings while you travel and obey the traffic laws.
- Pay attention, turn on car lights
- Pay attention while they're driving.
- paying attention to the road and drive on the speed limit
- Pedestrians need to cross at intersections and wait for traffic to clear before entering roadway

- People should be more alert on the road and not drive while being under the influence.
- People should get off their phone while driving, and they need to understand that everyone's time is important.
- People should invest more into new drivers getting driving experience before getting on the road.
- People should not be on their phones while driving.
- Provide courtesy while sharing the road.
- put down their phones
- quit drinking and driving
- Reduce overall trips and follow all traffic laws.
- Reduce their driving habit.
- Respect the act of driving for the safety of others
- Ride in the direction of traffic
- Share the damn road
- Show courtesy on the roads.
- Slow down
- Slow down.
- SLOW DOWN !!
- SLOW DOWN!
- Slow down, acknowledge there are other people on the roads traveling too.
- Slow down, at least to the posted speed limit level. Speed limits are already high in our region, and many other drivers pass me (looking frustrated!) when I am driving at the speed limit.
- Slow down. Why are people driving 50+ mph through a central city area? In what other major city is that actually a thing? Speed Kills. Your chance of surviving a crash as a pedestrian dramatically increases with reduced speed.
- Stay off their phones while driving
- Stop driving distracted and be less aggressive. Learn how to merge and exit. Stop driving the wrong way.
- Stop jaywalking, ride bikes on correct side of the street, be more attentive to vehicles and people on the street.
- Stop jaywalking, stop talking on cell phones, pay attention, follow the law, quit tailgating
- stop rushing everywhere
- Stop texting and driving
- Support lawmakers who advocate to bring Arizona into the 21st century in regards to automated enforcement.
- Take a deep breath and welcome cyclists to the road.
- Take personal responsibility for roadway safety.
- they should be more patient and considerate.
- Think of others and not just yourself (that's unrealistic).
- To stay off phones and not be distracted
- Use turn signals and slow down.

- Use turn signals even in areas where it is not necessary.
- We should simplify the way we use our roads, I think in many collisions people are too distracted and their cognitive ability is way less than successfully handling the conflicts.

32: What is one thing you think you could do to be a safer traveler? (Open-ended)

- 100% follow the speed limit
- Adhere to existing laws
- Always be aware
- Always be careful and attentive.
- Always cross at cross-walks.
- Avoid being in a rush
- Avoid driving and take driving more seriously
- Avoid traveling during rush hours
- be a more attentive driver in heavy pedestrian areas
- Be aware of my surroundings 100% of the time.
- become a better offensive driver.
- Become more aware of my surroundings.
- Be less distracted.
- Be mindful of myself the impact I have on those around me.
- Be more alert
- be more attentive
- Be more attentive.
- Be more attentive to people and vehicles around me.
- Be more aware of speed.
- Be more conscientious about my driving habits.
- Be more patient
- Be more patientt
- Be observant and cautious of other drivers.
- Call police Glendale, az
- concentrate
- Don't get as irritated when people are not following the rules of the road.
- Don't use my phone
- don't walk during rush hour.
- Drive defensively
- Drive defensively
- Drive more courteously
- drive slower
- Drive slower
- Drive slower and be less hurried.
- Drive slower - but this is hard because if you aren't exceeding the speed limit other drivers become aggressive with you.
- encourage people to use their cruise control

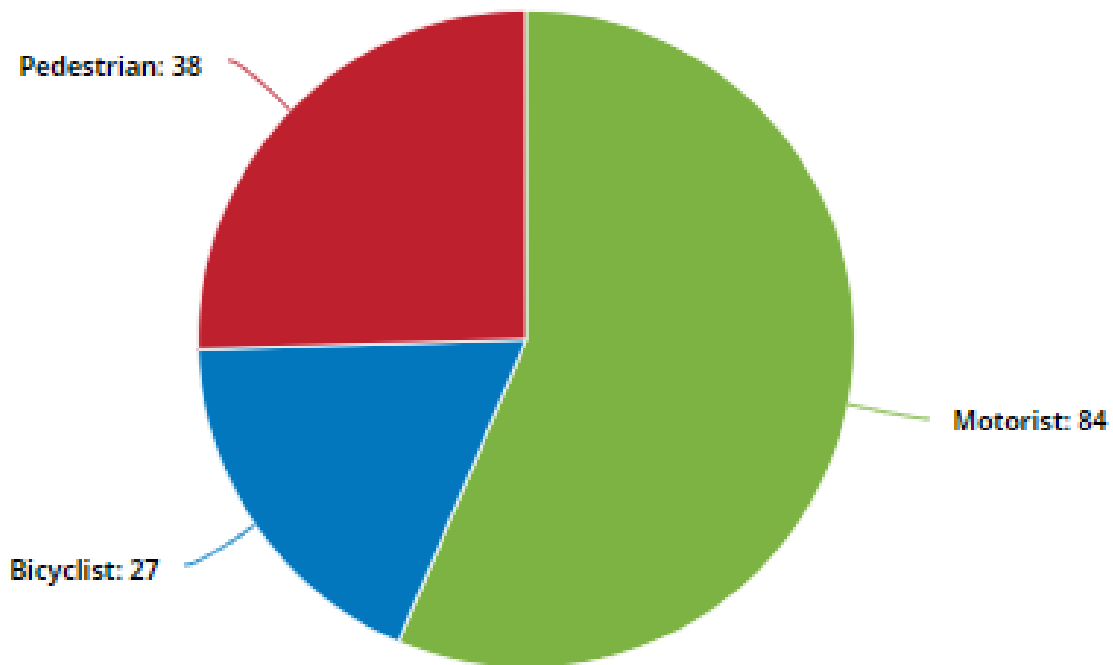
- Focus my attention more completely on the road when I'm traveling. I do sometimes get distracted by my kids or other things, which makes me a less safe traveler.
- Follow the road rules
- follow the rules
- Get more reflective gear
- get more sleep. I have already committed to not using my phone while driving, so now it's ensuring I'm not complacent or tired
- Get the podcasts queued up before I move the car (aka, don't pick up the phone for any reason)
- Give myself more time to get places.
- hands free cell device
- I already make an effort. I could be a better defensive driver/walker/biker.
- I am a safe traveler. I'm normally the pedestrian almost getting hit by cars in crosswalks or on the sidewalk in front of parking lot entrances.
- I can double check for cyclists, pedestrians, and motorcycle users at every move that I make on the road.
- I could be more attentive when driving.
- I could reduce my speed in areas of high pedestrian and automotive traffic.
- I could stay off the sidewalks, which would be safer for pedestrians but often less safe for me. Also, better lit sidewalks at night when I am a young woman walking alone.
- ignore the tailgaters
- I have no power
- I'm already a safe traveler
- I'm not sure. I don't text and drive. I don't run red lights. I don't really speed. I yield... and I almost always nearly get run off the road for being an attentive careful driver. It's almost safer to follow the herd and blend in by driving recklessly.
- I need to pay closer attention to motorcyclists that drive between vehicles because I have nearly hit them not seeing them there.
- I should work on being less distracted while driving.
- I sometimes use my bike through opposing traffic, simply because the current traffic operations are prioritizing the movement of cars and not others. When a bike path is closed for maintenance they do not give you an alternative, but simply force you to use the opposing lane. Or you are sometimes required to wait too much for a signal to turn green for pedestrians.
- I think I should follow the speed limit, watch for vulnerable road users, not be distracted and be aware of aggressive drivers.
- Keep driving and doing what I know is right (set a good example). Making other aware of these issues as much as possible.
- Keep eyes on the road instead of on the rearview or side-view mirrors.
- Keep following the speed limit signs. Avoid distractions at all costs.
- Look around before crossing on my bike
- Look for paths to travel that avoid bikers/walkers or other vulnerable road users when I use a car.

- Make sure to leave with enough time to get to my destination so I'm not distracted or stressed
- Move to a safer community.
- no distracted driving and not following too closely
- not be in a hurry
- Nothing. I don't drive much. It really is a poorly planned city with a lot of wasted space. We've heeded too much to the car, so we're kind of screwed.
- Not let other drivers' behaviors make me angry. Like anyone else, when I'm angry I feel more aggressive behind the wheel.
- Not look at my phone
- Not sure
- Observe traffic laws
- One thing I can do, since I mainly interact in this system as a driver, can be to put my phone on silent when driving and have my full focus be on the road.
- Pay attention
- Pay attention on the road
- pay attention to the road at all times while in the car
- pay more attention, rush less
- Pay more attention to cross walks.
- Pay more attention when driving and try not to be distracted by the pedestrians or bicyclists
- Put down my cell.
- Ride in a Sherman tank.
- sdAJSDB;aksdjbDKBJJ;
- Select the best routes to avoid congestion and have enough time for travels.
- Set an example for other drivers.
- slow down
- Slow down
- Slow down!
- Slow down.
- Spread the word of awareness
- Stay focused on the road 100%
- Stay out of the way of the maniacs.
- Stop driving altogether.
- Stop texting and driving
- Support lawmakers who advocate to bring Arizona into the 21st century in regards to automated enforcement.
- Take personal responsibility for roadway safety, which includes all roadway users.
- Using hand signals
- Wear a helmet. Educate others about how to cycle safely.
- wear my seatbelt and make sure those in my car do as well

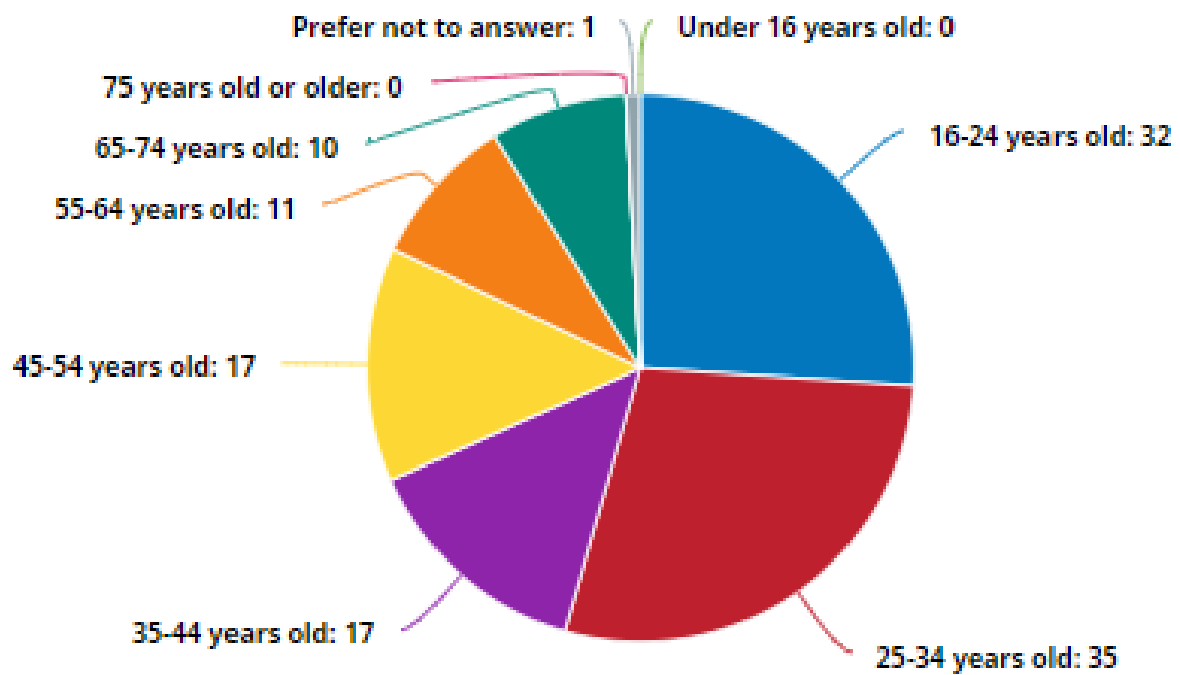
33: Demographics: Where do you live?



34-35: Primarily, I'm responding as a...



36: Age:



37: Gender:

